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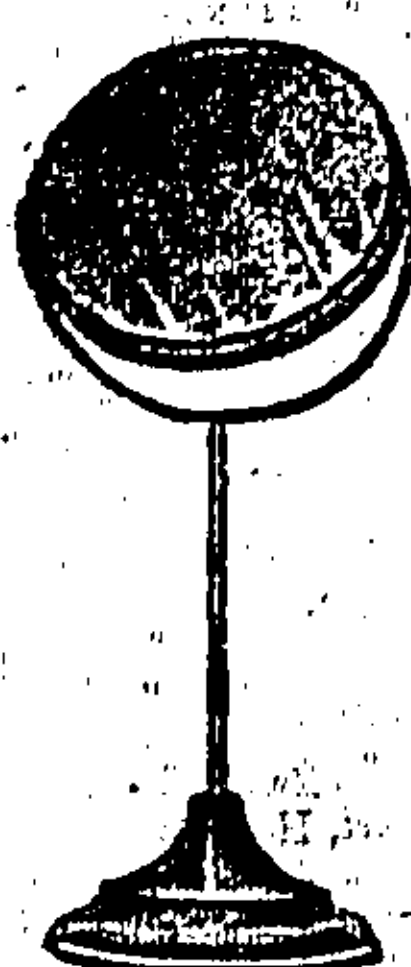
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HONGKONG.

### THE CHRISTIAN LIFE.

SOME CHARACTERISTIC FEATURES.

SERMON BY THE REV. H. COMLEY MOYLE

III—PROGRESS.

Following is the third of the Rev. H. Comley Moyle's Lenten Course of sermons preached at St. John's Cathedral:—  
Phil. 3.13. "One thing I do, forgetting the things which are behind, and stretching forward to the things which are before, I press on toward the goal."

"We are thinking on these Sunday mornings in Lent of Some Characteristic Features of the Christian Life. We have thought of the need of Reverence. We have tried to see that the Christian religion includes the two types of thought about God, it teaches us the Immanence of God and at the same time it teaches us the Transcendence of God, and these two ideas tend to produce that blend of love and awe which we call Reverence."

"We have seen that another Characteristic of the Christian Life is Work. Christians are called to a life of labour for the glory of God, there must be no passiveness in the great ship of the Church. Each has his work to do, and 'the night cometh' when the work must be left. To-day we are to think of Progress as a Characteristic Feature of the Christian Life. The Christian life is no stagnant life. Because it is life it is characterised by growth, and therefore by Progress. But as we saw that all activity could not be called work in the Christian sense, so all movement cannot be called progress. Progress is movement towards the desired goal, movement in other directions is not progress. The Christian goal is in the future. The Golden Age of Christianity is not in the past, but in the future. Our religion views this world as part of an organic whole moving on to some exalted destiny in the harmony of the divine order. True, the harmony has been marred by sin and its results, but the Church Militant is here to fight against sin and to reproduce the harmony. Our Blessed Lord plainly told His Apostles that the Holy Spirit should lead them on into all truth and that He should do even greater works than He had Himself done. Whenever the Christian Church has ceased to be progressive, she has ceased to be true to the ideal of her master—and has paid the penalty. There are certain fundamental truths which different ages have set in a framework of their own time, and men have grown up looking at the framework till they confused it with the truth it was meant to frame. So there came about the controversy between Religion and Science with which the last half of the Nineteenth Century was full. To quote the words of Dr. A. H. McNeill: 'Few of the recent forms of development in religious thought are more significant than that by which an approach has been made towards a true perception of the relation of religion to science.' Time was when thinkers of the highest intellect and education allocated one portion of human thought to 'religion' as its exclusive domain, and another to 'science.' They were as rivals in adjacent Kingdom, neither of which might transgress each other's boundaries. And this mutual opposition was helped by the tendency to make 'religion' equivalent at all points to 'faith in the impossible,' while 'science' was 'knowledge of ascertained facts.' On each side were experts who gloried in these respective definitions. The results were disastrous. But this hostility is now rapidly passing away, as it is being more clearly recognised that religion embraces science, as the greater includes the less; that nothing can be outside the activity of the Infinite God. True Christianity must stand for progressive thought, and progressive thought must result in progressive action. A Church, of which all the members are keenly alive to their obligations to human society as a whole, is the strongest evidence of the truth of Christianity."

The message of Christianity is that 'God so loved the world that He gave His only begotten Son. That whosoever believeth in Him should not perish, but have everlasting life. For God sent His Son into the world, that He might save the world. And this is the love of God, that He who has believed in Him from the beginning, the Son of God shall abide in him, and the Father and the Son shall dwell in him, and he shall be made perfect in them. And this is the love of God, that He who has believed in Him from the beginning, the Son of God shall abide in him, and the Father and the Son shall dwell in him, and he shall be made perfect in them. And this is the love of God, that He who has believed in Him from the beginning, the Son of God shall abide in him, and the Father and the Son shall dwell in him, and he shall be made perfect in them."

The spiritual life needs cultivation. Especially does it need it when we live in a country where Christian morals are not taught and Christian standards are not insisted upon. The moral atmosphere here is not the atmosphere of a Christian country and so progress is hard. But it is only progress in the spiritual life that can satisfy the longing of our spirit. And too often the spiritual nature is allowed to perish for want of cultivation, so men and women hustle through life, never satisfied, never at rest, always with a yearning unexpressed, seeking a prize only to find that when they have gained it they are still unsatisfied. "We have an idea of happiness," says a great French writer "and yet we cannot grasp it." In Christ and His service alone is there complete satisfaction—just to become a little more like Him, that is progress indeed, more like Him in His self-denying love, more like Him in His care for others. The vague yearning of the human heart is given aim and precision by Jesus Christ. In Him we see the ideal to be realised, the goal to be reached. The Christian life is a gradual progress towards a definite objective, it is a life of advance which goes on towards perfection. It is our progress a characteristic feature of our life. Can you say with St. Paul 'stretching forward unto the things which are before, I press on toward the goal'?

Not enjoyment, and not sorrow,  
Is our destined end or way,  
But to act, that each to-morrow  
Finds us further than to-day.

of Wales. One to whom he and you and I will some day have to give an account of our lives, sees this want and misery and holds us responsible for it. No Christian ought to rest content while such subject poverty as is found here continues. The slums are the breeding spots of plagues and revolutions, and the Progress which is characteristic of the Christian community must result in doing away with them, and uplifting the conditions of life of the poor and distressed."

And progress is a characteristic of the individual life of the Christian as well as of the Christian community. "We have to press on towards the goal, or as St. Paul puts it in another place, we are to 'grow up in all things into Him which is the head even Christ.'"

The standard of personal life at which we are bound to aim is always far beyond us. For Christ Himself is our example and the standard that He has set is perfection. And the very fact of our not having attained the standard must incite us to renewed exertions in the spiritual life. "Stretching forward to the things which are before, I press on toward the goal."

A state of society which permits of such appalling poverty at one end of the social scale and unbounded luxury at the other is doomed to perish unless it takes steps to change itself. What the Prince of Wales will think of this Colony when he sees it I do not know, but there are spots here which he is not likely to see where human beings are living herded together under most insanitary conditions. If the Prince were taken round our slums he would be likely to receive an impression that would not easily be effaced from his mind. And let us remember that One greater than the Prince

(Continued at foot of next column.)

### JAPAN'S ATTITUDE IN CHINA.

GENERAL HIGASHI'S STATEMENT.

STRICT NEUTRALITY IN CHINESE POLITICS.

Peking, March 20th.

Reuter has been requested to circulate the following statement by General Higashi, Japanese Military Attaché in Peking:—

"Since Marshal Tuan Chih-jui moved his residence to Tientsin some time ago there have been in circulation all sorts of rumours regarding his motive and activities, and some of the Chinese papers from time to time circulated reports purporting to show that some Japanese Militarists were behind the alleged activities of Marshal Tuan and his followers. In some instances my name was mentioned as being in the alleged Japanese support of one party or the other."

"It was reported by a Shanghai paper that Colonel Honjo, of Mukden, came to Peking some time ago to act as intermediary between Marshal Tuan Chih-jui, Marshal Chang Tse-lin and Mr. Liang Shih-yi and myself to secure Japanese military assistance in an alliance to be formed against General Wu Pei-fu and his party. It was also reported in another paper that I was involved in a scheme to transport Chinese arms kept in Shanghai to Hunan with a view to giving assistance to General Chang Hsiang-tsi."

"There are only a few examples of the astounding stories that have been circulated by some interested party to alienate Japan from one party or the other. The fallacy of these reports is fully proved by the fact that Colonel Honjo has never been in Peking during the last seven or eight years, and that I have never been asked by anybody to assist in the alleged transport of arms to Hunan. Apparently there is a force at work all the time which is trying to benefit itself by circulating these baseless reports."

"It is hardly necessary to point out that the attitude of the Japanese Government on the political situation in that of strict neutrality. When the reports of Marshal Tuan Chih-jui removal to Tientsin reached Tokyo the Japanese Government semi-officially announced its intention to remain strictly neutral on the situation."

"This step was taken in view of the possibility of various groundless rumours being started by an interested party to serve its own purpose at the cost of the name and prestige of another. Friendly neutrality towards the political situation in China is not only the declared attitude of the Japanese Government but is also the unanimous demand of public opinion in Japan, and it is no less to repeat here that the Japanese Military Representatives in China are acting strictly in accordance with instructions from their Home Government. In fact it is impossible for them to act otherwise."

of Wales. One to whom he and you and I will some day have to give an account of our lives, sees this want and misery and holds us responsible for it. No Christian ought to rest content while such subject poverty as is found here continues. The slums are the breeding spots of plagues and revolutions, and the Progress which is characteristic of the Christian community must result in doing away with them, and uplifting the conditions of life of the poor and distressed."

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(Continued at foot of next column.)

### SHIPPING STRIKE REVIEWED.

BY A CANTON RESIDENT.

The Canton correspondent of the N.Y. Daily News, reviewing the recent strike writes:—

EXTREME SOCIALISM.

The more one inquires into the origin of this strike the more difficult the situation is seen to be that the masters and the Hongkong Government had to face.

It has been evident to anyone with eyes to see, that there has been a great deal of extreme socialistic agitation going on in Canton for some months past and a good deal of wild talk leaning to Bolshevism. The sudden and portentous growth of the labour unions, of which more than 100 have been formed during the last year or so, has shown that things were moving fast.

The organization of these has been, as I said in a former letter, largely the work of one man, a prominent member of the Kuomintang, Sun Yat-sen has repeatedly lent these unions his countenance and they all look to him as their supporter.

It certainly looks as if in their attempt to attack the capitalists they deliberately picked out the seamen as the first section of the workers to try conclusions with the masters. It is a key industry and involves so much of the trade, not only of Hongkong, but Canton as well, and through that tremendous pressure could be brought to bear to carry their points.

Events have proved that they had the masters in their grip, for after nearly eight weeks the masters have been unable to break the strike by getting in men from outside. Then if they could win this strike it would show that in every other trade they could carry their way, as to win the seamen's strike they would have to overcome some of the strongest of the seamen or the coast and also force the Hongkong Government's hand.

A MIGHTY ORGANIZATION.

All the workmen of Canton have been behind this effort. The leader of whom I spoke—I could mention his name, but it would not be any good—has succeeded in getting all the unions to make regular contributions and possibly he has secured funds from other and more sinister sources, but of that one has no proof, only rumours. The strikers all came up to Canton, or at least the large majority of them and they have been fed all the time. They have been treated as heroes by the workers of Canton and, by the element who have been captured by the socialistic propaganda going on. China is full of these magazines and newspapers are continually preaching it, and Mr. Russell's visit and propaganda have boosted it far and wide. Now the men have won their battle and where the next blow will fall is what one asks. There are some who think that the tremendous interest in the welfare of the workers is not at all sincere as it would appear, and that there is some political move in it all.

The Kuomintang, the people's party, have been heart and soul in it, but it was a singular fact that right in the middle of the strike, the Civil Governor, Chen Chung-ying found it necessary to go to his ancestral home.

MESSAGE TO ALL AUTHORITY.

It looked to some as if he were in a difficulty. There were thousands of seamen, many of them armed, parading the streets and extreme labour views being preached at every point and he went away. It is known to all that he has now all the way seen eye to eye with Sun Yat-sen and it looked as if he had intended to bring pressure on any way on the men to come to terms with the employers, in spite of all the losses in trade and revenue from which Canton has suffered, for fear that he might have all the workers of Canton arrayed against him and his own position imperilled. This is the view of some.

Others think that the leaders of the workers party are genuine enthusiasts in the cause of uplifting the masses. Time will show. If it has been a political move to gain a point in the struggle of parties at the province, then it will bring tremendous possibilities for future trouble. The workers are looking forward to better times all round, and if they find that they are only being made tools of then the officials will have an ugly problem to solve. One ought to sympathize with the desire for a larger life and more of opportunity for the toiling masses, but if it is sought by the class war, then we have an example in Russia of what may come.

That the workers of this country, so long just hewers of wood and drawers of water, are beginning to feel that they are men and making the demands of men for their share of things, is a thing to be counted as a sign of progress, but one hopes that among the leaders who are holding out these visions to them there may be some who will point out a better way. If only the business men of China would take up this matter and realize that the future of the country is really in the hands of the workers and themselves and that too long they have been fooled and preyed upon by so-called political leaders, then we could hope that out of this new movement good might come. If each trade would get together and work at its own problems there might be found a way of co-operation.

CULPABLE IGNORANCE.

What makes one so disappointed is that the shipowners in Hongkong and the intelligence department of the Government should have apparently been unaware of what was being planned in Canton and that this was the biggest thing they had had to meet. They could hardly have known or they would have acted more wisely, and not in a big struggle like this, have put themselves wrong at the start by ignoring the men's demands for at least two or three months. They must have known that they could not easily get other men to break the strike. If ever there was a case of the

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### JAPAN HOTEL ASSOCIATION. PROPAGANDA AND THE FUTURE OF TOURIST TRAFFIC.

The half-yearly meeting of the Japan Hotel Association held in Tokyo recently, was followed by a dinner at the Station Hotel. Representatives of foreign hotels and steamship and passenger agencies were present.

Mr. T. Oita, Chief Manager of the Japan Hotel Association in the course of a speech, said:—"As you may perhaps be aware, we charge ourselves with a part of the national enterprises. Due to the nature of their business, the hotels in Japan are international in character, and facts go to prove that feeling towards Japan in foreign countries depends largely upon the facilities of our hotels and their treatment of foreign guests. A foreigner returns to his home country with an unpleasant impression made during his sojourn in our country, and consciously or unconsciously spreads it widely through conversation and publications. In the course of its transmission from one to another it will be exaggerated till the grossest and most absurd misrepresentations imaginable are believed by the public at large. Anti-Japanese propagandists take advantage of it in carrying on insinuating, sneaking campaigns, of which all are well aware of. Our hotels, the guests of which consist for the most part, of foreign tourists, know these circumstances quite well, and are always on the alert for the trend of the situation in foreign countries. No effort has been spared to counter these rumours, especially in America, where groundless and almost ridiculous statements were propagated most extensively. Popular sentiments developed more and more for the worse, and placed our country in a very disadvantageous position. To cope with this situation, we co-operated with the Government Railways and the Japan Tourist Bureau, which availed themselves of the international nature of their business, and did their best to disperse the widespread misunderstanding. Counter-measures were vigorously taken; provision was made for the introduction of foreign tourists; the treatment of them was improved; in fact, every feasible means were tried to turn the unfavourable situation for the better, and we are glad to tell you that they have had a remarkable effect upon the minds of American people. Indeed, it is no exaggeration to say that the main efforts which have been made by our Association in the last few years have been directed to national propaganda in favour of our country."

However, it is a matter for regret that there are some anti-Japanese movements still carried on, and our Association is now making steady progress towards this with redoubled energy in co-operation with the Government Railways and the Japan Tourist Bureau.

"Numberless questions of a serious nature have arisen in foreign countries, and people there are too engrossed in their solution to care for recreation and rest, which fact, together with the misrepresentation, has affected the number of tourists visiting our country. In addition the prices of commodities in our country have not yet shown any sign of decline. Such being the case we have been subject to serious difficulties in our management, but we are steadily fulfilling our duty to our nation, improving our internal management and carrying on a propaganda of a national character in view of the gravity of the situation."

### THE LUCK OF THE GAMBLE.

There is never a big dividend paid at Shanghai or Kiangwan Races but what we hear of the lucky happening which gave somebody or other a small fortune. It is the lady who liked a certain colour, the coincidence of a name, the policeman on duty who thought it was absurd to let one pony go without a single chance on it. There is even a story at Kiangwan of a group of Chinese who for years past have been backing the pony whose name is closest to the bottom edge of the slots in which the namecards are clipped. We once heard of a visitor who, gliding the board, remarked: "Bill of the Hawk, oh! Well, two days ago I shot a hawk on a hill, so here goes." Drawing \$5 and less than a dollar's worth of small change for his investment of \$5 he was not so very much impressed with novice's luck. But a better one is told of Kiangwan last Saturday and a well known marine engineer vouches for the veracity of it. A party of sailors, having scraped up \$10 between them, could not decide which pony to follow. Suddenly one said: "Lunnie, Nelson, of course! Nelson ain't never lost!" On went the money and the loyal b-u-jackets had the satisfaction of drawing close upon \$800. Nothing has come to hand about Bayroft except that a lady, who had two of the seven tickets taken on the \$1,100 winner, immediately on noting the dividend rushed up to a broker friend and gasped: "Oh, do tell me what is the latest exchange rate!" N.Y. Daily News.

necessity of "agree with thine enemy quickly," while he is in the way with thee," surely it was at the end of last year when this struggle began to be mooted. Instead it was allowed to drift. No one could have lived in Hongkong without seeing how absolutely dependent on the Chinese the small number of foreigners there must be, but was it wise to let things get to the pass when it was absolutely brought home to the most ignorant coolies? Many of us, who live in Canton have often felt that many in Hongkong did not realize how closely the two places are linked together. This strike has proved this with a doubt. As far as Hongkong is concerned Kiangwan is the China they have to deal with and any failure to note what is going on in this centre may mean tremendous things for Hongkong.



# PRAYA MURDER TRIAL. THE DEFENCE OPENED.

## PRISONER IN THE WITNESS-BOX.

During yesterday afternoon, the case for the Crown was concluded in the trial of Leung Wo who is indicted for the murder of Leung Yuk Tong, on the Praya, on February 24th.

Mr. F. C. Jenkin opened the case for the defence and the prisoner gave his evidence-in-chief, on his own behalf. This morning he will be cross-examined by the Attorney-General.

## "CONCLUSION OF THE CROWN CASE."

In the morning, before the hearing was resumed, Judge, jury and counsel visited the scene of the shooting and of the chase. The Court was again largely attended by Chinese, who were searched by the police before admission.

A number of witnesses were called to complete the Crown's case; to trace the finding of the revolver, for instance, and to record its passage from hand to hand until it became an "exhibit" in the trial.

Mr. H. C. Resker, assistant manager of Taikoo Sugar Refinery, said Jack A. Tai's were their coolie contractors. About February 1st some of the men supplied by the deceased, Leung Yuk Tong, threatened to strike. Deceased undertook to stop the strike and it was averted.

Mr. A. B. H. Phillips, chemist at Taikoo Sugar Refinery, spoke to being in telephonic communication with deceased in connection with the food supply to temporary labourers.

Mr. S. D. Begg, of Messrs. Butterfield & Swire, said Jack A. Tai's were their stevedores.

Capt. Morgan was then recalled and further cross-examined by Mr. Jenkin. Witness said he believed the big pillars in the Square had not been erected on February 24th. Mr. Jenkin then put in photographs showing that the pillars were there on that date.

Mr. Jenkin: Did you not see the man throwing a revolver over the railing?—No, I did not.

Fung Chi, the fireman, in cross-examination, said four men running up the street, were Chinese; three were running on the left side and one on the right. He lost sight of the three men and the man who was running alone was caught.

The Judge asked, was the man running alone the prisoner? The witness could not say.

After Mr. A. H. Barlow and Mr. Ho Cheuk had repeated the evidence they had given in the Police Court as to the finding of the revolver in the Bank Garden, the case for the Crown was closed.

## ADDRESS FOR THE DEFENCE.

In opening his address for the defence, Mr. Jenkin remarked that the case had excited a good deal of feeling, owing to the labour troubles at the time. There were people who said that the man ought to have been executed on the spot. The jury, however, must not allow themselves to be swayed by passion but must decide according to the evidence. Mr. Jenkin also said that he had been criticised, openly and covertly, for taking part in the case, but it was the duty of counsel, if he were retained, to do all he could for his client, within the ordinary rules governing the members of the Bar. If he had been assigned by the Crown, instead of being retained, he would have fought the case just as strenuously.

Having made these preliminary observations, Mr. Jenkin said the case for the Crown would stand or fall by Capt. Morgan's evidence. The defence was that a mistake in identity had been made. Capt. Morgan—a man of 32 years of age—had shown great pluck in taking up the case in the way he did but Mr. Jenkin said he intended to show that Capt. Morgan had mistaken his man.

The crucial test of the Captain's evidence, Mr. Jenkin suggested, was his recollections about Mr. Green. When first called he said Mr. Green was at the railings near the City Hall but now he said Mr. Green was not standing there. If Mr. Green were on charge for an assault committed at the top of Wardley Street, how could he possibly be coming to Capt. Morgan's evidence? Capt. Morgan said he identified Mr. Green by his face and his clothes, yet he put him in the wrong place. It was, therefore, quite possible that he put the prisoner—whom he could not recognise—either by his face or his clothes—in the wrong place, also.

Mr. Jenkin also suggested that if Capt. Morgan once lost sight of his man during the chase his identification was of little value. He went on to say that Captain Morgan lost sight of the running man on three occasions—when he ran behind the pillars near the Praya, into Wardley Street; secondly, when Capt. Morgan was jumping over the obstacle of which he spoke, near the Statue; thirdly, when the man entered the part of Wardley Street between the Bank and the City Hall. Mr. Jenkin reminded the jury that when they visited the locus in quo, that morning, he drew their attention to the fact that the temporary pillars blotted out Wardley Street from the spot where he and the jury were then standing, which was on the pavement alongside the Bank Garden. Capt. Morgan must have lost sight of the man he was chasing since the man left the pavement and got on to the roadway of Des Vaux Road Central.

Capt. Morgan said that when the shot was fired he was in a brown study, thinking about race results and counsel hoped to show that the witness's powers of observation were such as not to justify any certainty as to what he said.

# THE PRISONER'S EVIDENCE.

Mr. Jenkin then called the prisoner. He said:—

My name is Leung Wo. I am a ship's cook and coolie. My last vessel was the *Kong Chan*. I left here when the strike began and stayed in the Hongkong and Yachow steamer employees' guild clubhouse for between ten and twenty days.

Then I went to the country, to Chan Chan. I stayed there from Feb. 2nd to February 22nd when I went to Canton and passed the night of February 22nd there.

I came to Hongkong by train on the morning of the 23rd. I stayed that night at the Club. On February 24th, I went out after 10 a.m. (I came here to look for work). I knew a man named Ah Cheung, employed as coolie in the Naval Yard. He told me I was not allowed in there and I was to wait for him until he came out to his office. I went to Stanley Street to have my rice at 11 a.m.

I went from the Central District to the Praya. I went down a steep road by the Central Market to the Praya, and walked in the direction of the Naval Yard, along the Praya. I do not know Hongkong well.

When I arrived near where a pier was being constructed I turned into the place where the Statue is. I had never seen it before. Near the Statue I was watching people plastering the pillars, when I heard a "bang" as if it were a cracker. I was on the right side of the Statue with my back to the Praya and my face to the hill. I saw two men "running like flying."

In reply to questions it was gathered that the prisoner meant "very fast."

He continued: They ran past me, towards the hill. I turned round to the sea side to look and saw seven or eight men running from the direction of the sea. I heard no cries. When the seven or eight men came to the Statue they ran on both sides of it. As I saw so many people running, I also ran on the side of the road I was standing on. I was following three or four men; they ran and I ran. When they got to the tram lines they divided.

Mr. Jenkin: Where did they run?

Prisoner: Some went in the middle of the road and some on the side of the road. The two men who had run very fast, past me, ran up the street and disappeared.

The prisoner explained that he and these two men came through Wardley Street on the pavement adjoining to Bank Garden; he said there was not much room in the road because of the pillars and because of the other people running. Two other men were also running behind him; they overtook and passed him. They were running at an angle to his track and came on to the pavement by the Bank Garden. He did not follow those two men after they got in front of him.

After this, seven or eight men came up and he followed three or four of them. The prisoner said he also noticed several men following him but he did not notice any foreigner. When he got to the tram lines he went up a narrow street (Wardley Street).

THE PRISONER DESCRIBES THE ARREST.

"In this street," said the prisoner, "a man in European clothing pressed me down."

Mr. Jenkin: When you were running up that narrow street, was there anyone else in the street?

Prisoner: Those men had run away. I was alone there.

Mr. Jenkin: When you entered it, were there any others there?

Prisoner: At first, yes. Two or three men. They were Chinese and they disappeared. The prisoner added that at this time his sight was "agitated" and he could not see clearly. He was dazed.

Asked further as to incidents at the time he was about to cross Des Vaux Road, he said that two of the running men went "towards Central Market and one towards Wanchai." By his sight being "agitated" he meant that as he ran dust was blown by wind into his eyes.

The prisoner was made to cross the Court to the jury box in order to show the jury that he had two projecting front teeth in the upper jaw, which, Mr. Jenkin remarked, would help people to identify him.

The prisoner said he had no revolver. At Mr. Jenkin's request the revolver in Court was handed to the prisoner and he was told to put it in his pocket, which he did. (It was then taken from him again.) Finally, in reply to a direct question on the point, the prisoner said he shot no one.

At this stage the Court rose until this morning.

# HONGKONG TRADE IN 1931.

## LARGER TRADE SHOWS HEAVY DECREASE IN STEERING VALUES.

We have received from the Government printers a copy of the volume of the Trade and Shipping Returns of the Colony for 1931.

The following comparative statistics show a heavy fall in the value of merchandise imported and exported in the year 1931:—

	1930.	1931.
Imports .....	£103,932,602	£98,143,069
Exports .....	108,369,637	67,691,877
The grand total of Imports and Exports of merchandise for 1931 was, in round numbers, £136,000,000 as against £212,000,000 in 1930, a decrease of 35.8 per cent. The total imports were £98,143,069, a decrease of £5,789,533, or 5.7 per cent., and exports showed a decrease of £40,678,060 or 37.5 per cent.		
Treasure movements were as follows:—		
	1930.	1931.
Imports .....	£31,754,334	£13,707,093
Exports .....	45,292,645	17,981,357
Total .....	£77,046,979	£31,778,452

Mr. N. L. Smith, Superintendent of Imports and Exports, says in his introductory note:—The apparent decrease in the imports is entirely due to the lower rate of exchange used in the conversion of local currency into sterling. The actual dollar figures show an increase of over 24,000,000.

The sterling value of actually all items shows a decrease for the reason given above, but a number of items were imported to a larger extent than last year. The actual differences in the principal items of import are shown in the following table:—

Unit of Quantity.	1930.	1931.
Coal .....	1,175,571	1,430,935
Wheat .....	1,016,230	1,089,391
Four, Wheat .....	1,089,391	2,906,098
Leather, Sole .....	96,307	110,093
Rice .....	1,259,815	2,751,303
Broken .....	2,348,020	4,599,093
Cargo .....	55,863	2,018,868
White .....	5,295,107	6,701,350
Silk Piece Goods .....	6,884	12,103
Sugar, Raw .....	2,405,020	6,147,454
Refined .....	474,131	600,893
Tin .....	181,093	121,223
Yarn, Cotton .....	739,235	869,759

EXPORTS.

Exports, when expressed in local currency show an increase of about \$8,000,000 over 1930 due to a small increase on a large number of items. The following table shows the quantitative differences in the principal exports:—

Unit of Quantity.	1930.	1931.
Cement .....	1,723,205	10,470,256
Gunny Bags .....	23,169,015	22,382,845
Kerosene .....	304,543	1,326,680
Itce Meal .....	1,013,165	291,286
Broken .....	4,407,833	1,416,533
Cargo .....	2,470,770	3,106,978
White .....	16,011	13,103
Silk Piece Goods .....	18,011	22,311
Tin Slabs .....	13,103	552,866
Yarn, Cotton .....	601,098	601,098

The shipping total has again increased, 1931 showing an advance of three and a quarter million tons over 1930. British tonnage has increased by about one million tons and foreign by about one and a half million tons, the balance is due to an increase in the junk trade. American tonnage declined by approximately 100,000 tons and Russian by 50,000 tons, but Japanese and Dutch tonnage made up the increase in the total.

CHARTS.

Charts included in the volume show the great difference made in the apparent trade of Hongkong by the fluctuations of the local dollar. The average Hongkong Treasury rate of exchange for each quarter has been used to reconvert the sterling total into dollars.

# SPORT.

## GOLF.

### LADIES SECTION.

The results of recent competitions are as follows:—

ELECTIC COMPETITIONS.

Happy Valley. Won by Mrs. Moore. 41-3=38.

Don Water Bay. Won by Mrs. O'Brien. 33-8=27.

Pruning Relief Course. Won by Mrs. Crawford. 68-3=65.

THE DENIA CUP. Won by Mrs. Adams with the score of 22 net.

# WEATHER CHANCES FOR THE PRINCE'S VISIT.

## METEOROLOGICAL RECORDS OF APRIL 6TH AND 7TH.

The following particulars of the weather on April 6th and 7th, for the past 38 years, are published for the information of those who are anxious to know what sort of weather may be expected during the forthcoming visit of His Royal Highness the Prince of Wales.

It will be seen that on April 6th it was rainless on 22 occasions out of 38. The probability in favour of a rainless April 6th is therefore 22 to 16. On April 7th it was rainless on 25 occasions. The probability in favour of a rainless April 7th is therefore 25 to 13, or practically 2 to 1.

It was rainless throughout the 48 hours on 19 occasions. It is therefore an even chance that no rain will fall during the Prince's visit. There is one chance in 38 that it will rain nearly continuously on April 7th.

The highest maximum temperature recorded on April 6th is 82°, and the same on April 7th. The lowest maximum temperature is 62°, on April 6th and 61° on April 7th.

The high temperatures are associated with low pressure over China and vice versa. It is an even chance that the maximum temperature on either day will be within 5° of 72°.

The chances are 5 to 1 against nearly continuous sunshine on either day and about 3 to 2 against a completely cloudy day.

WEATHER AT HONGKONG ON APRIL 6TH AND 7TH FROM 1894-1921.

APRIL 6.

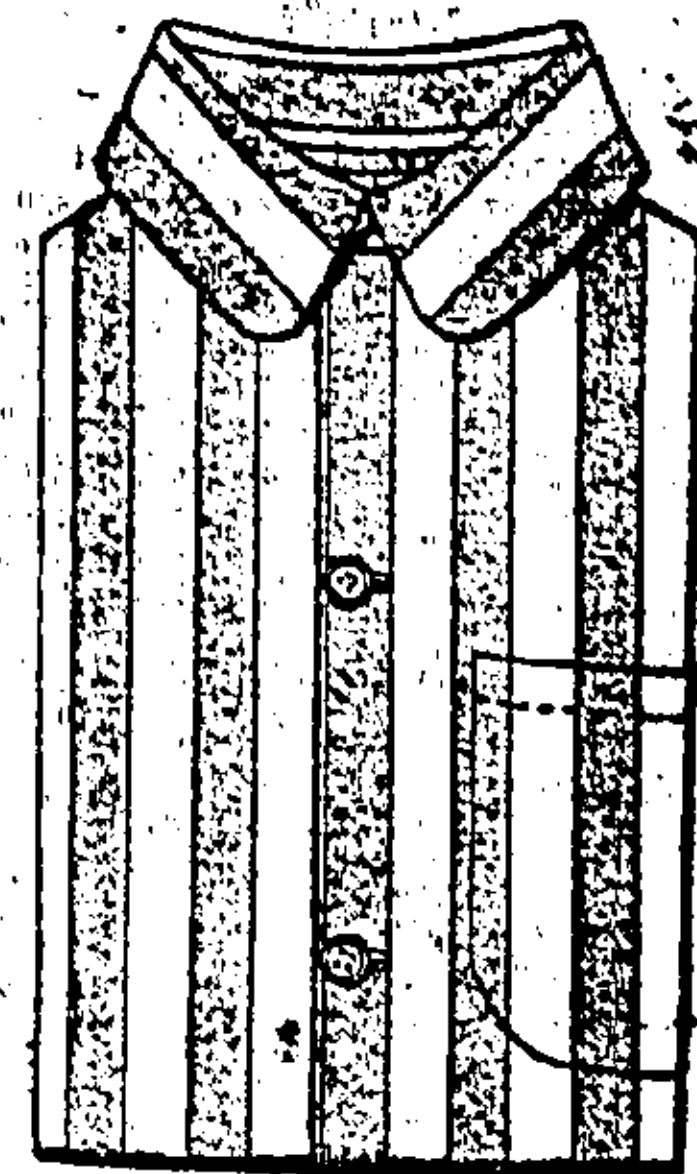
APRIL 7.

Mean.

# SUMMER HOSIERY AT LANE, CRAWFORD'S

IN LARGE VARIETY AT THE LOWEST  
POSSIBLE PRICES COMMENSURATE WITH  
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- No. 1989 Aertex Vests... 6.00.
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- No. 933 Aertex Vests... 5.00.
- Drawers... 5.00.
- 931 Vests... 3.25.



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- Long... 9.50.
- Self Coloured Silk Pyjamas... 18.50.

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HONGKONG.

# LATEST DANCE RECORDS

- 3533 (MARTIN) DOWN THE OLD CHURCH
- 3535 (REMEMBER THE ROSE) ROLL ON SILVER MOON
- 3531 (STEALING) WHY DONT YOU SMILE
- 3532 (GRANNY) SHE LOVES ME SHE LOVES ME NOT

AT  
ANDERSONS'

(OPPOSITE CITY HALL)

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# Wm. Powell

TELEPHONE 3146.

## NOTICE OF REMOVAL.

We have removed our  
GENTLEMEN'S  
TAILORING AND OUTFITTING  
DEPARTMENTS  
to more commodious Premises at

No.  
10

ICE HOUSE STREET.

There we are showing the LATEST LONDON STYLES suitable for present season's wear and invite your inspection.



We regret to learn of the death of Sir Everard Fraser, K.C.M.G., H.M. Consul-General at Shanghai, who died on Monday, December 10, 1931.

Sir Everard Duncan Home Fraser, who reached the thirty-third year of his age last month, had spent forty-two years in the Consular Service in China. He was appointed a student interpreter in China in March 20th, 1890, and the following record shows his subsequent career: Acting Consul at Foochow, 1890; at Kiangning, 1890; Acting Consul at Ichang, 1890 to 1901; Acting Vice-Consul, at Chemulpo, Corb'a, 1891 to 1892; Acting Consul at Chemulpo, 1892 to 1894; promoted First Assistant, December 1st, 1893; Vice-Consul at Canton, 1893 to 1897; Acting Consul there 1897 to 1899; promoted Vice-Consul at Peking Island, 1897; Consul at Chinkiang, 1899; Acting Consul at Foochow, 1898 to 1899; Acting Consul-General at Hankow, 1900 to 1901; Consul-General at Hankow from July 1st, 1901, until 1911, when he was transferred to Shanghai where he had since remained.

Sir Everard received the C.M.G. decoration in 1901 and was created K.C.M.G. in 1912. In 1911 he was honoured with the Coronation Medal.

He married in 1899, a daughter of Mr. A. W. Walkinshaw of Foochow.

Few Consuls have enjoyed the confidence and esteem of their nationals in greater degree than Sir Everard Fraser did, and his death, which happened at an advanced age, very unexpectedly, must have been a great shock to the whole community of Shanghai, and will be deeply lamented by his many friends, and all indeed who have at any time come into touch with him either in his official capacity or socially. His death is great loss to the British Consular service in China.



## CABLES.

LATEST CABLES.

PRINCE IN COLOMBO.  
WARMEST WELCOME OF THE  
TOUR.

Colombo, March 21st.  
Colombo gave the Prince of Wales a magnificent reception this morning. The *Benbow* arrived in the harbour just before sunrise, being berthed amid a large surrounding fleet of shipping. Dressed in raincoat and hat, the Prince of Wales, accompanied by the French cruiser *Beltrix*, the shining city looked vivid in the fresh morning air and humming with the liliputian echoes of booming life ashore. At nine o'clock Admiral Clifton B. Baker, came aboard, followed ten minutes later by the Governor who rowed out in a most picturesque barge. At ten the Prince of Wales left the *Benbow* in his blue and silver pinnace which steamed through a lane of gaily decorated harbour lighters moored stern to stern and crowded with cheering coolies.

## ADDRESSES OF WELCOME.

His Royal Highness landed at the lower jetty which was transformed into a vast carpeted bower by lavish decorations. After inspecting the naval guard of honour and a company of the Ceylon Light Infantry the Prince proceeded to a dais where he received addresses from the Legislative Council of Colombo, the Municipal Council, the Chief Headmen of the Chamber of Commerce, Low Country Products Association and the European Association of Ceylon. The Prince of Wales replied briefly and collectively. He referred to the visit of King Edward in 1873 to lay the first stone of the great breakwater and to Colombo's intimate association with the Navy. He paid a special tribute to the devoted loyalty of the island.

## SEVEN MILES OF CROWDS.

A procession was then formed, the Prince motoring through and around Colombo, passing between more than seven miles of most enthusiastic crowds ranged in orderly array. Being a general day for the entire island, the people had flocked in shoals from afar to see the Prince. A striking feature was the immense assemblage of healthy-looking school children waving flags, cheering and clapping with a tremendous zest. The route was lined by police auxiliaries, scouts, gaudies and lacustrine gaudies and was simply but most effectively decorated. Of course, Nature, beautiful in tropical foliage, provided a gorgeous setting with frequent glimpses of violet ocean between clustering palm groves. Still, the Cingalese made a fine display, pandals, arches, pyrois, streamers and flags all blending into a riotous mass of colour against their gaudy costumes. Chalmers' granary had been transformed into a long wide colonnade of green and red splendour with wicker shamianas in which sat the principal Indian families associated with the rice industry. One loyal enthusiast had brought five elephants down to his compound—a sight seldom seen in Colombo—and whilst these animals saluted the Prince with their trunks the party showered him with confetti and flowers. The Prince's progress was one sustained roar of greeting, punctuated by singing of school children. Again and again the royal car was obliged to stop to enable the Prince of Wales to receive bouquets.

## FURORE OF LOYAL WELCOME.

The reception from start to finish was one magnificent furor of loyal welcome. Colombo is crowded to suffocation and is keeping holiday in a most joyous spirit. Nothing like to day's scenes have yet been witnessed during the present tour, even the enthusiasm of Burma being eclipsed. At the end of the ceremonial drive the Prince alighted at Queen's House where he is staying. In the afternoon he attended a garden party in the beautiful grounds surrounding the house and a dinner party given by the Governor in the evening. Colombo was gorgeously illuminated, the ships in the harbour contributing a great blaze of splendour to the scene.

## SOVIETS AND GENOA.

RIGA, March 21st.

The Soviets have called a conference of the Baltic States at Riga, while the delegates are en route to Genoa, to discuss a joint programme for the Genoa Conference.

## NEW SOCIALIST REPUBLIC.

REVAL, March 21st.

Soviet representatives state that it has been decided to establish Socialist Republic at Yakutsk.

## SECRET WIRELESS IN BERLIN.

BERLIN, March 21st.

The police have discovered a wireless installation, copies of secret codes and other documents in the House of a communist leader. The latter has disappeared, but a member of the Municipal Council has been arrested.

## SOUTH AFRICAN STRIKE.

VERY GRAVE SITUATION LAST WEEK.

CAPETOWN, March 21st.

In a warmly applauded speech in the Assembly, General Smuts declared that the gravity of the situation last week was not sufficiently recognised. There was no doubt that the revolutionaries wanted a Soviet Republic and expected assistance from the country. The Prime Minister feared greatly that before the burghers could come revolutionary control would be established in Johannesburg, dealing out executions and creating a blood bath of slaughter comparable with the French Revolution. Thanks to the promptness of the country's response to the Government appeal the situation had changed and Johannesburg was now almost normal.

## PRAISE FOR THE NATIVES.

In addition to paying tribute to the burghers, police and Durban Light Infantry, the last-named composed mostly of mere schoolboys, General Smuts praised the composure of the natives. The fear obsessed the Prime Minister that, owing to wanton shooting of natives, a wild native outbreak might result which the Government would have to quell, but the natives kept their heads. The Government had decided to try the criminals by ordinary law. It adhered to the decision to appoint an industrial commission on which neither side would be represented, thus securing impartiality.

## EARLIER CABLES.

## THREE NOTORIOUS REBELS CAPTURED.

JOHANNESBURG, March 20th.

The Amalgamated Engineering Union has now called off the strike. Three notorious rebels, including a Councillor and two Boer ex-Generals, who were hiding in the country, have been discovered and brought here.

## THE PACIFIC TREATY.

INTERESTING ARGUMENT IN THE COMMONS.

PARIS, March 20th.

In the House of Commons, Mr. LeStrange-Meyne drew attention to the argument urged against the Pacific Treaty, in the American Senate, that in the event of a Russo-Japanese war, the Powers signatory to the Treaty would be diplomatically bound to take favourable view of the Japanese case.

Mr. Harmsworth replied that he was awaiting the full report of the discussion in the Senate. Meanwhile he was unable to express any opinion with regard to the force of the argument.

## WINE FOR NOTHING.

FRENCH VESSEL'S ADVERTISE-  
MENT WORLD-TOUR.

PARIS, March 20th.

A ship chartered by French wine-growers starts on a voyage round the world at the end of April to distribute free samples of wine. The ship is visiting the Atlantic and the Pacific seaboard of America, where it will remain outside the territorial limits.

## AERIAL SERVICES IN RUSSIA.

EXCLUSIVE RIGHTS FOR RUSSO-  
GERMAN SYNDICATE.

BERLIN, March 21st.

Foreign reports state that the Russian Government has granted a Russo-German syndicate exclusive air traffic rights between the principal cities. Services will shortly open between Petrograd and Moscow and Moscow to Kioff.

NEW UNDER-SECRETARY FOR  
INDIA.

LONDON, March 20th.

Lord Winterton has been appointed Under-Secretary for India.

## THE IRISH SITUATION.

WEEK-END TERROR IN BELFAST.

LONDON, March 20th.

The papers to-day gave prominence to accounts of the week-end terror in Belfast which increases the tension between the Ulster police and the I.R.A. on the frontier, alongside with a report by Field-Marshal Wilson to the Ulster Prime Minister formulating a scheme for the restoration of order in Belfast and security on the frontier, in accordance with the Ulster Government's request.

Altogether four were killed and seven wounded by the bombings and shootings in Belfast during the week-end, while the massing of forces on both sides of the Monaghan-Tyrone border, which had been proceeding for days past, ended with outbreaks of firing on Saturday. A detachment of the I.R.A. yesterday even raided police barracks at Pomeroy, Tyrone, overpowered the garrison and carried off arms, ammunition and motor-cars, having previously destroyed the bridges and cut the wires to prevent the arrival of reinforcements.

Field-Marshal Wilson's report, after attacking Mr. Lloyd George as being responsible for the anarchy and murder in South Ireland, advises Sir James Craig to "get Britain warmly on your side." He promises a wonderful improvement in the situation as a result of the measures he outlines for strengthening Ulster's forces.

## BLOW AT MILITARISM.

U.S. FINANCIAL POLICY TOWARDS  
EUROPE.

WASHINGTON, March 20th.

The Government's reiterated warning to financiers not to place foreign loans without the knowledge of the Government is regarded as another move by the Administration to compass the double object of dealing a blow at European militarism as well as securing payment of at least the interest on the loans to Europe in war time. If the warning is unheeded the next step is expected to be an application by the Executive to Congress for legislation empowering the Government to deal with foreign loans, limiting the adoption of a policy of placing the enormous wealth of the nation in the hands of the Government as an instrument in the development of its foreign relations.

## U.S. TROOPS ON RHINE.

## ALL TROOPS TO LEAVE BY JULY 1ST.

WASHINGTON, March 20th.

Orders directing repatriation by July 1st of all American troops on the Rhine have been issued by the Secretary of War.

## SOME WITH GERMAN WIVES.

PARIS, March 20th.

A message from Coblenz states that eleven hundred American troops, with 64 German wives, started for home on the 19th inst. The American occupation force is now under four thousand.

## GANDHI'S TRIAL.

PROTEST BY BONFIRE OF FOREIGN  
CLOTH.

CALCUTTA, March 20th.

As a demonstration against Gandhi's arrest a bonfire was made of foreign cloth at the conclusion of a public meeting under the auspices of the local Congress Committee.

## STREET AMENITIES.

COLLISION BETWEEN MOTOR-CAR  
AND TRUCK.

A driver employed at the Eastern Garage brought a summons against a truck (whose case was fought by the truck insurer, through Mr. H. L. Denney) for causing damage to a motor-car in Praya East on March 9th. The car driver said the front of a truck, on coming out of a godown, collided with and damaged the rear part of his car.

Mr. Denney, for the defence, submitted that the collision was unavoidable. To move a truck which contained about 8,000 pounds of iron, as this one did, was a matter which required time and plenty of space. Mr. Denney suggested that the car driver should have waited. A better course for the Garage concerned to pursue would have been to bring a civil action for damages.

## BIG HARBOUR FOR FENGTEEN.

It is learnt from an authoritative source

that the construction of a harbour in Heila lule in the Bay of Lianshan, Fengtien Province, which has been under consideration for many years past, has been resolved upon and that work will be commenced before long. The cost of the work is estimated at \$10,000,000, to be defrayed by both the Fengtien Province and the Ministry of Communications. The work will be spread over the next seven years. Contractors from Japan, Great Britain, the United States and Netherlands will be invited to make their tenders in April of the present year. The plan for the harbour is on an extremely large scale and several big piers capable of accommodating in all 300 vessels are to be constructed.—*Eastern News Agency.*

## CORRESPONDENCE.

REUTER'S AND THE BANQUE  
INDUSTRIELLE.[TO THE EDITOR OF THE "HONGKONG  
DAILY PRESS."]

SIR,—A fresh discussion of the affairs of the Banque Industrielle de Chine in the French Chamber has been the means of evoking an attack upon Reuter's Agency, which we cannot allow to pass unnoticed, and we would ask you to be good enough to give publicity in your columns to a statement on our part, which, we hope, will dispose, once for all, of accusations for which, from first to last, there has not been the smallest ground.

During the critical months of December, 1920, and January, 1921, Reuter's news service contained one sole reference to this Bank. This was a brief statement, namely on January 14th, which we cabled by the express request of the French Ministry for Foreign Affairs, stating that there was no truth in the reports of the failure of the Banque Industrielle de Chine and of the Société Centrale des Banques de Province.

Why we were asked to send this message we did not understand at the time, because we had no knowledge whatever of the affairs of the Banque de Chine or any other French bank. Our amazement and indignation may be imagined when we learned that on January 11th, 1921, the Ministry for Foreign Affairs had telegraphed to its Ministers at Tokyo, and Peking, and to the French Consuls at Shanghai and Hongkong, that Reuter was carrying on a campaign of depreciation of French finance and had actually announced the failure of the Banque Industrielle de Chine and of the Société Centrale des Banques de Province.

These facts did not come out until July, 1921, and we at once wrote to the French and English Press a strongly worded letter, in which we emphatically denied the statements made in the documents sent to its agents by the Quai d'Orsay.

It was not until the affairs of the Banque de Chine came up again in the French Chamber towards the end of December, 1921, that we learned for the first time the explanation of what appeared to us to be a totally unaccountable proceeding on the part of the French Ministry for Foreign Affairs in accusing Reuter of doing that which he had never done and had never thought of doing. We then became aware, in a statement made by the Prime Minister, M. Briand, of the true original of the whole affair. M. Briand declared that on January 11th a director of the Banque Industrielle de Chine in Paris had written to the Quai d'Orsay, saying that he had received from the branch of that Bank at Peking a telegram to the effect that Reuter had been publishing in the Far East an announcement of numerous failures of French banks, in France and in America, and expressing an apprehension of a possible consequent run on French establishments in the Far East. Thereupon, without enquiry of any sort as to the facts, the French Ministry for Foreign Affairs despatched the telegram to which we have referred above, charging Reuter with having carried on a campaign to discredit French financial interests in the Far East and with having announced the failure of the Banque Industrielle de Chine and of the Société Centrale des Banques de Province.

Once again, we have addressed to the French newspapers, and to certain members of the Chamber of Deputies interested in the matter, a letter affirming in the most emphatic manner that Reuter telegraphed to the Far East nothing whatever concerning the failure of any bank in France. In our capacity of chroniclers of facts we had cabled the suspension of a bank in Mexico, and, later, of a private bank in London, but not a single syllable about any bank in France. Our letter concluded with a strong protest against the abuse which had been made in this affair of the name of Reuter, which, from first to last, had had no interest nor concern in it.

It is to be remarked that the French Consul at Hongkong, on receiving the telegram of January 11th from the French Ministry for Foreign Affairs, immediately wrote to your newspapers a letter, in which he denied the reports of the serious situation of the Banque Industrielle de Chine and of the Société Centrale des Banques de Province and added: (We are here translating from the French):—

"What may, perhaps, surprise public opinion is the indifference displayed by Reuter's Agency about indicating the sources of this false news, spread for the purpose of casting doubt upon our national credit. It is certainly not sufficient simply to notify the existence of certain reports, and it would be more useful for the public to know their origin. As to this Reuter's Agency should not be ignorant."

The only serious conclusion that can be drawn from these facts is that these malicious rumours have been put into circulation by the irreconcilable enemies of France, for some purpose which it is impossible to divine, and for egoistic motives."

We should be glad to know how the French Consul at Hongkong can justify the strange language which he permitted himself to use in reference to Reuter's Agency.

In any event, we desire, in justice to ourselves and for the information of the public in the Far East, to make known the real facts of the case.—Yours truly,

S. CARRY CLEMENTS,  
(Manager and Secretary, Reuters,  
Ltd., London).  
24, Old Jewry, London, E.C. 2.  
January 13th, 1922.

(Continued at foot of next column.)

PROFESSOR DANENBERG'S  
PUPILS' RECITAL.

RACH. CHAMINADE, SCHUMANN, GRIEG.

Chopin, Liszt, are names to conjure with

in the world of music. Yesterday these

composers, amongst others, were drawn

upon to demonstrate the proficiency to

which Professor Danenberg's pupils have

attained under his guidance. Most of

the performances were feats of memoris-

ing as well as of technique, but in this

expression, the necessary phrasing and

the light and shade which help to make

a piece of music a picture appealing to

the imagination, were not sacrificed.

Most of the performances were well-nigh

faultless. It is difficult to single out any

of the young performers for special men-

tion—indeed it would probably be unwise

to do so. They varied in age as doubt-

less they did in experience, but each played

as to the manner, born and gave inter-

pretations which speak well for the future.

Master George Bond, the only male

soloist, in a group of four pieces, gave

apt and convincing renderings of Schumann's

"Horstmann" and Grieg's "Sailor Song."

Miss Daisy Wicheil, in two pieces

which called for feeling, played with

intelligence. Miss Lolly Carvah, who

gave a finely played rendering of

a paraphrase in "O. Santissima,"

Misses L. Patton, Thelma May, Rosie

Kwok and Caroline Bragg, all youthful

performers, played daintily. Others who

contributed to the enjoyment of the large

audience present, included Misses M. S.

Alves, E. Cornet, M. Rosario, S. Re-

medios, C. C. Alves, W. Robinson, A.

Leon, L. Chenailly, E. S. Remedios, and

E. Bell. Professor Danenberg and Miss

Elfrida Osmond, submitted a Suite for

two pianos by Louis Aubert, which was

superbly rendered. Miss Marie-Senna also

joined the Professor in "España," also

for two pianos, a piece bearing out its

title and giving great pleasure. The out-

standing item of a diversified programme

was Miss Elsa Alves performance of

Chaminade's "Concertino." Playing

with ease and a perfect technique, Miss

Alves surmounted the difficulties of the

intricate run in which the piece abounds

and brought out all the beauties it pos-

sessed. She was deservedly applauded.

The pupils had the benefit of performing

on excellent examples of the pianoforte-

makers art—Steinway and Bluthner

grands. The Concert is to be repeated on

Thursday next.

## SLOW MOVING CARS.

## MOTORISTS' RIGHT TO PASS.

Mr. H. A. Lammett, who brought a summons about a year ago on the subject of obstruction by slow-driving motorists on the road to Repulse Bay, had a similar complaint to make in the Police Court, yesterday, with regard to Castle Peak Road. Last time the defendant was a well-known Police official; this time it was a Chinese chauffeur. The charge was "obstructing the roadway."

Traffic Inspector Garrod said that on the Castle Peak Road, on Sunday evening, March 12th, the driver of car No. 423 was overtaken by Mr. H. A. Lammett in car No. 301 who alleged that he repeatedly asked, by the usual method of sounding the horn, to pass the defendant's car, which was going along at a very slow pace. The defendant ignored his request and went along at this slow pace for a considerable time.

Mr. H. A. Lammett, in evidence, said that when he overtook the defendant's car it was about 100 yards behind another car. He gave three "toots," which was the usual signal for permission to pass. The defendant immediately increased his speed, but still kept to the centre of the road. A man sitting beside the driver turned round to look at him; witness could perceive this through the glass pane at the back of the hood, which was up.

On two or three occasions the other car drew ahead of him, and, thinking he had a chance, he sounded the horn. On occasion, the defendant speeded up to the other car, but never gave a chance to pass. In Nathan Road, as the road was wide, he was able to pass.

In reply to the Magistrate, Mr. Lammett added that his speedometer was out of order, but, reckoning by the time, which was 40 minutes for the nine-and-a-half miles, he thought that he was forced to keep at a pace between fifteen and twenty miles an hour.

A fine of \$10 was imposed.

## AN OUT-OF-DATE THEORY.

[TO THE EDITOR OF THE "HONGKONG  
DAILY PRESS."]

SIR,—In connection with your article in this morning's paper regarding "Brightening Kowloon," and the frequent references in our local papers from time to time about Flat Notes, including the baggage nuisance, I was much interested to notice in a newspaper, just received from home that the so-called theory that has at last been given a ruling in the House of Commons, is his castle.

One of the magistrates on the Bench inquired: "Isn't an Englishman's house his own castle?" The Deputy Clerk replied: "Not to-day, sir. Defendants are liable if the door is open, and the language is heard in a public street or place." Fine was imposed.

## SCOTTISH LETTER.

BURNSIANA.

MEMORIAL TO CLARINDA.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, February 1st.

In practically every Scottish community the anniversary of the birth of Burns was celebrated by dinners, suppers, lectures or concerts. South of the Border the growing tendency to observe the "natal day" was again strongly marked. The majority of the orators, it was noted, belonged to the clerical or legal professions. Among the better known speakers were Professor Grierson, Edinburgh University; Mr. Munro, Secretary for Scotland; and Mr. J. G. Jamieson, M.P.

An interesting collection of books left to the trustees of the late Colonel R. W. Bennett, who had large business interests in Glasgow and Ayr, has been added to the Burns Cottage Museum at Alloway. It consists of 600 volumes, and includes every edition of the poet's works.

## BURNS AND CLARINDA.

It has been a frequent matter of comment that there is nothing in the Canonsgate Churchyard of Edinburgh to mark the grave of Mrs. Agnes McLehose, whose correspondence, under the pen name of Clarinda, with the poet Burns during his residence in Edinburgh, forms a romantic episode in his life. Herself of a poetic temperament and writer of verses, Clarinda found in Burns her soul's affinity, and the letters which passed between these two are an interesting study in self-revelation. In the correspondence Burns styled himself Sybilkin, after the manner of the time. A number of years ago the Ninety Club assumed the pious duty of placing suitable memorials over the resting places of the two Burns' heroines who are buried in Edinburgh. A monument to Clarinda, the "lassie with the lint white pocks," was raised in Preston Street burial-ground; and now there will be a similar memorial to Clarinda. Two well-known Scottish artists have been enlisted—Mr. H. S. Gamley has modelled a reproduction of the famous silhouette of the heroine, and Sir P. Duncan Rhind has designed the framework, a number of Burns Clubs contributing to the costs.

## ECONOMY OF THE MOTOR SHIP.

Those who have followed the development of the motor-ship are aware that it is no longer an experiment, but a proved success, and birds fair to oust the ordinary steamer in many directions in the near future. Motor-ships to-day are not only sailing successfully, but are paying their way and being continuously employed where a great number of steamers have to be tied up through the inability of finding paying cargo. The reason is, of course, that the motor-ship, with equal reliability, scores heavily on the point of economy. It may not be an exaggerated claim to make that taking average prices of coal and oil, the motor-ship does the same work for about half the expenditure on fuel as compared with the coal-burning steamer. As has been already stated in this "Scottish Letter," the motor-ship *Pinon*,—a Clyde Dalmuir product,—late-ly underwent a series of trials on the Firth, when it was calculated that 1,000 tons of cargo could be carried at "the Measured Mile" on an expenditure of less than a shilling for fuel and lubricating oil. Put in another way, one ton of cargo could be carried 1,000 miles for a shilling's worth of oil.

The development of the motor-ship is proceeding rapidly. In 1920 about a score of vessels from 2,000 tons upwards were completed. Last year, despite the depression in shipbuilding, more than double that number were turned out. The tonnage completed amounted to 533,475 d.w.t., and, in addition, 239,650 tons were launched, but were not completed. Total, 1,250,000 d.w.t. were installed in these vessels, whilst nearly 100,000 i.h.p. are in course of construction for ships not yet finished. During the year the first two motor passenger liners ever built were placed in commission; ships of 14,000 tons were built and engaged up to 3,200 i.h.p.

The coming of the motor-ship will involve many striking changes, as is already recognised, quite apart from the matter of economy. Coal-burning, or even oil-firing for steam means, for instance, an enormous amount of space. Tremendous volumes of smoke are poured out of gigantic funnels, and although this may matter comparatively little at sea, it is anything but agreeable or even safe in narrow waters. In the not distant future we shall see all our passenger liners driven by oil engines, their snowy decks clear of funnels and the skies above such rivers as the Clyde as clear and pellucid as those above an Italian lake. It is, indeed, not at all improbable that we may see revolutionary changes in the internal design of ships, especially of passenger ships, brought about by the removal of the old-fashioned engines with their furnaces and funnels, their heat and small grime, and their replacement by the relatively small, compact, and clean internal combustion engine.

## SHACKLETON AND PARKHEAD.

It is recalled at Parkhead on the Clyde by members of the staff of William Beardmore & Co., that Sir Ernest Shackleton more or less spent some time in their great works. It was between the years 1906 and 1907, when Sir Ernest, then Lieut. Shackleton, was engaged with the firm. He was associated at Parkhead, and acted as secretary to a committee formed in connection with gas engine research as applied to industrial power stations. It was during this period that Lieut. Shackleton approached Lord Invernarn, then Mr. William Beardmore, regarding his projected enterprise of Antarctic exploration, and that gentleman was instrumental in putting Sir Ernest in possession of the facilities for proceeding south on the *M. 101*. It was upon the patron, Sir Ernest, that he discovered the great glacier which he discovered in the Antarctic named "The Beardmore Glacier." And it was on the "Beardmore Glacier" that the disasters to the Scott expedition first began.







## HONGKONG BOXING ASSOCIATION

## NOVICES COMPETITION.

At the THEATRE ROYAL—THURSDAY, FRIDAY and SATURDAY.  
MARCH 30th, 31st and APRIL 1st

SATURDAY, April 1st.

Novices Finals: 15 Round Featherweight Championship.  
TEDDY NEAL v. A. B. CHADWICK.

15 Round Middleweight Championship.  
A. B. DUNCAN v. A. P. O. CALLAGHAN.

Admission  
THURSDAY & FRIDAY, \$2, \$1 and 50 cents (no reserved seats) MEMBERS FREE.  
SATURDAY, \$5 & \$3 (reserved) and \$1.  
Booking at MOUTRIE'S MEMBERS, Monday, 27th March, GENERAL PUBLIC,  
Tuesday, 28th March, when Tickets for Thursday and Friday (unreserved) will  
also be sold.

## JAVA-CHINA-JAPAN LIJN

REGULAR FORNIGHTLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMERS	FROM	DEPARTURE ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TIBODAS	JAPAN/SHANGHAI	25th March	28th March	JAVA via BANKA
TIKINI	JAPAN	26th March	3rd April	SOERABAYA via MACASSAR
TIJILWONG	JAVA	30th March	4th April	SHANGHAI/JAPAN

\* Wireless Telegraphy.  
The Steamers are all fitted throughout with Electric Light and have accommodation  
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AND  
AMSTERDAM, ROTTERDAM, HAMBURG  
AND BREMEN

Sailings, subject to alterations.

Steamers [For] Sailing on or about  
"ALDABI" ... ROTTERDAM, AMSTERDAM & HAMBURG ... 11th Mar.  
"SAPAROE" ... AMSTERDAM, ROTTERDAM & HAMBURG ... 1st Apr  
"ROTH" ... ROTTERDAM, AMSTERDAM & HAMBURG ... 10th May  
For full particulars please apply to—  
JAVA-CHINA-JAPAN LIJN.  
General Agents. York Buildings.

## COLUMBIA PACIFIC SHIPPING CO.

## SOUTH CHINA LINE

PORTLAND, ORE.—JAPAN PORTS, HONGKONG &amp; MANILA

VESSEL	Due Hongkong
"YINTA" ...	... about 8th April
"WEST CAYOTE" ...	... do. 25th April
"WEST KEATS" ...	... do. 21st May

(All operated for &amp;c of U.S. Shipping Board).

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HONGKONG.

A CONSERVATIVE REVIVAL  
DUKE OF NORTHUMBERLAND'S  
PLEA.

To the February number of the *National Review*, the Duke of Northumberland contributes an article on "The Future of Conservatism." He says:—

"Conservative ideals are no doubt cherished by a very large number of people, but they are not at present represented by any political party nor by any organised body of opinion in this country. Nobody can say what the difference between Conservatism and Liberalism really is because, in fact, there is no fundamental difference; but it is just conceivable that there may be a revival of Conservatism, and it is, therefore, worth inquiring what its principles were in the past and what chance they have of being revived and adopted by a future Conservative party."

Reviewing the state of parties before, during, and after the war, the Duke comes to the conclusion that Liberalism decayed and died in the period from 1906 to 1914, because "with the rise of the Labour party its thunder was stolen." It had "gone beyond the extreme limits of Radicalism, and had failed. It was, and is, bankrupt; and this result was inevitable because it was founded on a fundamentally false view of democracy. And the Unionist party, too, here failed, "not because its principles were unsound, but because it lacked the courage to uphold them." As for the Labour party, the "great mass of workers know in their hearts how futile is the policy pursued during the last few years by the leaders of organised Labour," and "have nothing but contempt for a Government which encouraged those leaders by giving way to their demands when there was no justification for them, which truckled to them and flattered them and never exposed them, and thus brought upon Labour the catastrophe from which it is now suffering."

But it is for the Coalition Government and its leaders that the Duke of Northumberland reserves his most pungent criticism.

"The Prime Minister's conception of his office is that of the manager of a music-hall who produces that popular form of entertainment known as a 'revue.' The Government's 'revue' was entitled 'The New Heaven and Earth,' and it consisted of various turns or 'stunts.' There was the Education stunt, the Agricultural stunt, the Housing stunt, the Transport stunt. When it was realised that all these schemes cost money, and were therefore intensely unpopular, they were dropped, and with a flourish of trumpets, an economy stunt was started. The beauty of this is obvious. It is a case of 'Heads I win, tails you lose.' It enables the Government to take as much credit for the failure of its policy as for its success. The most striking instance of this is Ireland, where, finding it irksome to suppress a dangerous conspiracy, they surrendered to it, and announced that the surrender was an act of supreme statesmanship."

In India this Liberal principle of self-determination is responsible for a policy whereby the masses of India are to be ruled from their pathetic contentment. "Nothing so insane nor so callously wicked as this forcing of democracy upon a people who have never asked for it or desired it, and who will only be miserable when they get it, has been seen since the forcible conversion of the New World by the Spaniards in the sixteenth century. In Egypt the same principle is wrapping the same disastrous results."

"And yet," the Duke adds, "after a denunciation of a recent speech of the Prime Minister, 'some people prefer Mr. Lloyd George to the Labour party. Why? The advent of the Labour party to power would indeed be a boon: it would rally all the opposing elements; it would show the danger of the course we are pursuing. It is infinitely better to stand an open siege from your enemies than to see the defences surrendered by one of the garrison.'"

But there is a current which is setting in the opposite direction, the Duke observes. It is "the current of Conservatism, cohesion, and reconstruction, which recognises the deadly peril in which the Empire stands." It sees in the revival of Conservatism the only defence for that principle of authority which, whether it resides in the monarchy, in the constitution, or in society, is being everywhere attacked and undermined from without and betrayed from within by those who represent it. This movement, if it is only represented by few in Parliament, is becoming more and more powerful in the country and is only asking for a lead."

## AMATEUR GOLF CHAMPIONSHIP.

A London telegram says:—An overwhelming majority of amateur golfers voted in favour of the suggested new Amateur Championship rules, which include a stroke qualifying competition over 36 holes. Thirty-two competitors are to qualify and the matches afterwards will be played over thirty-six holes. A total number of 247 competitors in the 1929 and 1930 championships were organised and 123 voted for the change, 19 against and 99 did not reply. A petition was presented to the authorities forthwith with the request that this revision will govern the 1932 championship at Prestwich in May.

## THOMAS HARDY'S SECRET.

It was some years since Mr. Henry Arthur Jones had produced a play in London, said Sir Arthur Conan Doyle, in proposing the death of the distinguished dramatist at a dinner in his honour at the Authors' Club. There was something about it that actually drew that time, Dr. Jones, to leave another tragedy. The last of Mr. Thomas Hardy's, he said. "I am sure which have never been shown, but which I believe are partially due to the fact that he was not able to write the last of his series of novels brought out in his generation."

## NOTICE TO CONSIGNEES

SERVICES CONTRACTUELS DES  
MESSAGERIES MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES are hereby notified that arrangements are being made to return following cargo for Hongkong, discharged at Shanghai owing to the recent strike as under:  
From SHANGHAI ex "ANNA BENE"  
"ANNA BENE" due Hongkong 21st March  
R. BODENFUSER,  
Acting Agent.  
Hongkong, 15th March 1932. [619]

COMPAGNIE DES MESSAGERIES  
MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES are hereby notified that arrangements are being made to return the following cargoes for Hongkong, discharged either at Saigon or Haiphong owing to the recent strike as under:  
From SAIGON ex "MAHWAH" per cargo.  
From SAIGON or HAIPHONG (coastwise) ex "CHIEF MECANIQUE" 21st March.  
R. BODENFUSER,  
Acting Agent.  
Hongkong, 15th March, 1932. [620]

KONINKLIJKE PAKETVAART  
MAATSCHAPPIJ.

## NOTICE TO CONSIGNEES.

FROM SINGAPORE.

THE Steamship

"VAN OVERSTRAATEN"

having arrived, from the above Port, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, where and/or from the wharves delivery may be obtained.  
Goods not cleared by the 23rd Mar. 1932 will be subject to rent.  
Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognised.

No Fire Insurance will be effected by the undersigned in any case whatever.  
Bills of Lading will be countersigned by  
JAVA-CHINA-JAPAN LIJN.  
Agents.  
Hongkong, 17th March, 1932. [618]

THE BEN LINE STEAMERS, LTD.

FROM ANTWERP, "MIDDLEBRO",  
LONDON & STRAITS.

The Steamship "BENALDER"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence, and/or from the wharves delivery may be obtained.  
No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst., will be subject to rent.  
All claims against the steamer must be presented to the Underwriter on or before the 1st Apr., or they will not be recognised.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 10 A.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
GIBB, LIVINGSTON & CO. LTD.  
Agents.  
Hongkong, 18th March 1932. [651]

THE BEN LINE STEAMERS LIMITED

S/S "BENVOLICH"

CONSIGNEES of Cargo from Antwerp, Middelbro, London and Straits Ports per the above-mentioned steamer are hereby notified that all Goods, with the exception of Explosives and Heavy Lifts, has been brought forward from Singapore per s.s. "Benalder" and is now being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., whence and/or from the wharves delivery may be obtained.  
No claim will be admitted after the Goods have left the Godown, and all cargo remaining undelivered after the 25th inst., will be subject to rent.  
All claims against the Steamer must be presented to the Underwriter on or before the 1st Apr., or they will not be recognised.  
All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on the 25th inst., at 10 A.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
GIBB, LIVINGSTON & CO., LTD.  
Agents.  
Hongkong, 18th March 1932. [652]

S.S. "CORDILLERE"

SERVICES CONTRACTUELS DES  
MESSAGERIES MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from MAHWAH, BELLE, in connection with above Steamer are hereby informed that these Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., at Kowloon, whence delivery may be obtained immediately after landing.  
Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon To-day requesting it to be landed here.  
Bills of Lading will be countersigned by the Underwriter Goods remaining undelivered after the 25th inst., at Noon, will be subject to rent and landing charges.  
All claims must be sent in to me on or before the 25th inst., as they will not be recognised.  
All damaged packages will be examined by Messrs. GIBB & DUNN, on Wednesday, the 22nd inst., at 10 A.M.  
No Fire Insurance has been effected.  
R. BODENFUSER,  
Acting Agent.  
Hongkong, 16th March 1932. [653]

## INDO-CHINA

## STEAM NAVIGATION COMPANY, LIMITED

## SAILINGS, SUBJECT TO ALTERATION

BANGKOK via SWATOW	"YATSEING"	Wednesday, 22nd March, Noon.
SEAHAM & CALCUTTA	"KWAISANG"	Wednesday, 22nd March, 3 p.m.
HAIPHONG via HOIHOW	"LOKANG"	Friday, 24th March, 10 a.m.
SANDAKAN	"HINSANG"	Friday, 24th March, Noon.
SERAI & CALCUTTA	"LAISANG"	Saturday, 25th March, 3 p.m.
MANILA	"YUENSANG"	Saturday, 25th March, 3 p.m.
BANGKOK	"YUENSANG"	Sunday, 26th March, 10 p.m.
SHANGHAI	"KWAISANG"	Sunday, 26th March, 5 p.m.
TIENSIN	"WAISE"	Tuesday, 28th March, Noon.

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta via Swatow and Hongkong to Japan, occasionally calling at Shanghai. All standards have excellent passenger accommodation, are fitted with Electric Lights and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, stopping at Swatow, Haiphong, and Hongkong. Through tickets can be obtained and through bills of lading are issued to Singapore and Hongkong via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo calling at Haiphong when inducement offers.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 tons steamers, "HINSANG" and "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through bills of lading for Kadat, Jesselton, Labuan, Tawau and Lahad Datt.

TIENSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Choochow. A weekly service is provided between Hongkong and Bangkok via Swatow, by five steamers fitted with up-to-date passenger accommodation.

## CALCUTTA LINE.

s.s. "KWAISANG" will be despatched on or about  
Wednesday, 22nd Mar., at 3 p.m., for SINGAPORE, PENANG  
& CALCUTTA

Through Bills of Lading issued to RANGOON, PORT SWET  
TENHAM, MADRAS and DUTCH EAST INDIES

For Freight or Passage apply to—

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GENERAL MANAGERS

Telephone No. 215.

## GLEN AND SHIRE

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OUTWARDS.

Vessel	Due Hongkong
M.V. "GLENAPP"	... 22nd Mar.
S.S. "CARNARVONSHIRE"	... 15th April

## HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
M.V. "GLENARA"	5th Apr.	GENOA, LONDON, ROTTERDAM, & HAMBURG.
M.V. "GLENARIFFE"	14th Apr.	do.
M.V. "GLENOGLE"	14th May.	GENOA, LONDON, ANTWERP, HAMBURG.

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson &amp; Co., Ltd.

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Managing Director: Mr. MATSUURA

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## NEW CARGO STEAMERS

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The following are comprised in the Company's Fleet—

Eleven steamers of 2,000 tons each deadweight

All under the Company's Management—

Twenty steamers of about 9,000 tons deadweight each.  
Two steamers of about 6,400 tons deadweight each.  
(Chartered to the Kawasaki Dockyard Co. Ltd.)

For Freight and Charter applications apply to the

KAWASAKI KISEN KAISHA.

KAWASAKI KISEN KAISHA



## SHIPPING NEWS

## ARRIVALS.

March 20th.  
*Shanghai*, British str., 1,221 tons, Capt. J. McCulloch, from Shanghai and Swatow with a general cargo.—R. & S. S. Co.  
*Ussu*, Dutch str., 1,033 tons, Capt. H. Houwer, from Canton, in ballast.—Asiatic Petroleum Co.  
 March 21st.  
*Madre Leon*, French str., 7,370 tons, Capt. Z. Cousins, from Shanghai, with a general cargo.—Messageries Maritimes.  
*Chafalook*, British str., 1,434 tons, Capt. J. McKelvie, from Penang, with a general cargo.—Ho Hong.  
*Heard*, Amer. Chinese str., 771 tons, Capt. R. Ahrens, from Saigon, with rice.—Carroll Bros.  
*Asping*, French str., 177 tons, Capt. F. Dubois, from Haiphong, with a general cargo.—Sing Kee.  
*Armenicus*, Norwegian str., 1,024 tons, Capt. E. D. Kuntzen, from Bangkok, with a general cargo.—Karlson Larsen & Co.  
*Sosa*, Japan, Japanese str., 1,066 tons, Capt. K. Fukui, from Canton, with a general cargo.—O.S.K.

## CLEARANCES.

March 21st.  
*Alabama* Maru, for Dairen.  
*Asia*, for Tourane.  
*Chenau*, for Canton.  
*Chenau*, for Shanghai.  
*Holland*, for Manila.  
*Haiman*, for Hongkong.  
*Hwah Jah*, for Singapore.  
*Juno*, for Singapore.  
*Lake Onara*, for Saigon.  
*Taitubus*, for Kuching.  
*Tung Hing*, for K. C. Wan.  
*Tung Hing*, for Hainan.  
*Tung Hing*, for Weihaiwei.

## SHIPPING MOVEMENTS.

The P. & O. S. S. *Phlegy* is expected to leave Hongkong on March 25th.  
 The P. & O. S. S. *Kalgan* left Singapore for this port on the 20th inst., at 4 p.m., with the outward English mails, and is due here on the 25th inst., at about 8 a.m.  
 The S. S. *Taiwan* (Blue Funnel line) left Shanghai on March 20th for Hongkong, and is due here on the 22nd.  
 The P. & O. S. S. *Taiwan* sailed from Shanghai on the 20th inst., and is due at Hongkong on the 22nd inst., at about 10 a.m.

## VESSELS EXPECTED.

*Calcutta* Maru (N.Y.K.), due March 24th.  
*Hakone* Maru (N.Y.K.), due March 30th.  
*Japan* (R.I.), due March 24th.  
*Kalgan* (P. & O.), due March 25th.  
*Kamo* Maru (N.Y.K.), due March 25th.  
*Kendal Castle* (Doddwell-Castle line), due early in April.  
*Merna* (Lloyd Triestino), due March 27th.  
*Mito* Maru (N.Y.K.), due March 30th.  
*Perna* Maru (T.K.K.), due March 22nd.  
*Taiyo* Maru (T.K.K.), due March 22nd.  
*Tango* Maru (N.Y.K.), due March 22nd.  
*Tetsu* Maru (Blue Funnel line), due March 24th.  
*Tyndareus* (Blue Funnel line), due March 22nd.

## NOTICE TO CONSIGNEES

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER "SIOGILIA"

ARRIVED HONGKONG ON 18TH MARCH, 1922.  
 FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

THIS VESSEL'S BUSINESS ON CARGO—  
 From London, etc. ex S.S. "Khiva" landed at Singapore owing to the Strike.  
 From Penang, Cebu, etc. ex S.S. N. & B. & P.S. N. Co.'s Steamers.  
 Optional Goods will be landed here unless instructions have been given to the contrary six hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to rent.  
 No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m. on Mondays and Thursdays. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godown.  
 MACKINNON, MACKENZIE & CO., Agents.

Hongkong, 18th March, 1922. [633]

## "GLEN" LINE LIMITED.

## NOTICE TO CONSIGNEES.

M. V. "GLENAMOT" FROM UNITED KINGDOM & INTERMEDIATE PORTS.

M. V. "GLENARA" FROM UNITED KINGDOM & INTERMEDIATE PORT.

CONSIGNEES of cargo by the above vessels are hereby informed that same have been returned from Shanghai by M. V. "GLENARA" to-day and all goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves delivery may be obtained.

Goods not cleared by the 25th March, at 5 p.m., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas, on 25th March, 1922, at 10 a.m. Claims against the Steamer including those for cargo short delivered, must be presented on the special form provided and must also be submitted within 30 days of arrival; otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 18th March, 1922. [646]

## CANADIAN PACIFIC STEAMSHIPS LIMITED

## HOME VIA CANADA

## Hongkong to England

via Shanghai, Nagasaki ("Moji"), Kobe, Yokohama, Vancouver & Montreal.

From Hongkong	Arrive Vancouver	From Canada	Due England
Empress Asia	Mar. 23 April 10	Empress Britain	Apr. 22 Apr. 28
Empress Russia	Apr. 20 May 8	Empress France	May 18 May 23
Montcalm	Apr. 25 May 19	Empress Britain	May 26 June 2
Empress Japan	May 4 May 25	Montcalm	June 2 June 10
Empress Asia	May 18 June 8	Empress France	June 18 June 20
Empress Canada	June 1 June 3	Empress Scotland	June 27 July 4
Empress Russia	June 18 July 3	Empress France	July 11 July 18
Empress Australia	June 29 July 17	Empress Scotland	July 25 Aug. 1
Empress Asia	July 13 July 31	Empress France	Aug. 8 Aug. 15
Empress Canada	July 27 Aug. 14	Empress Scotland	Aug. 22 Aug. 29
Empress Russia	Aug. 10 Aug. 28	Empress France	Sept. 5 Sept. 12

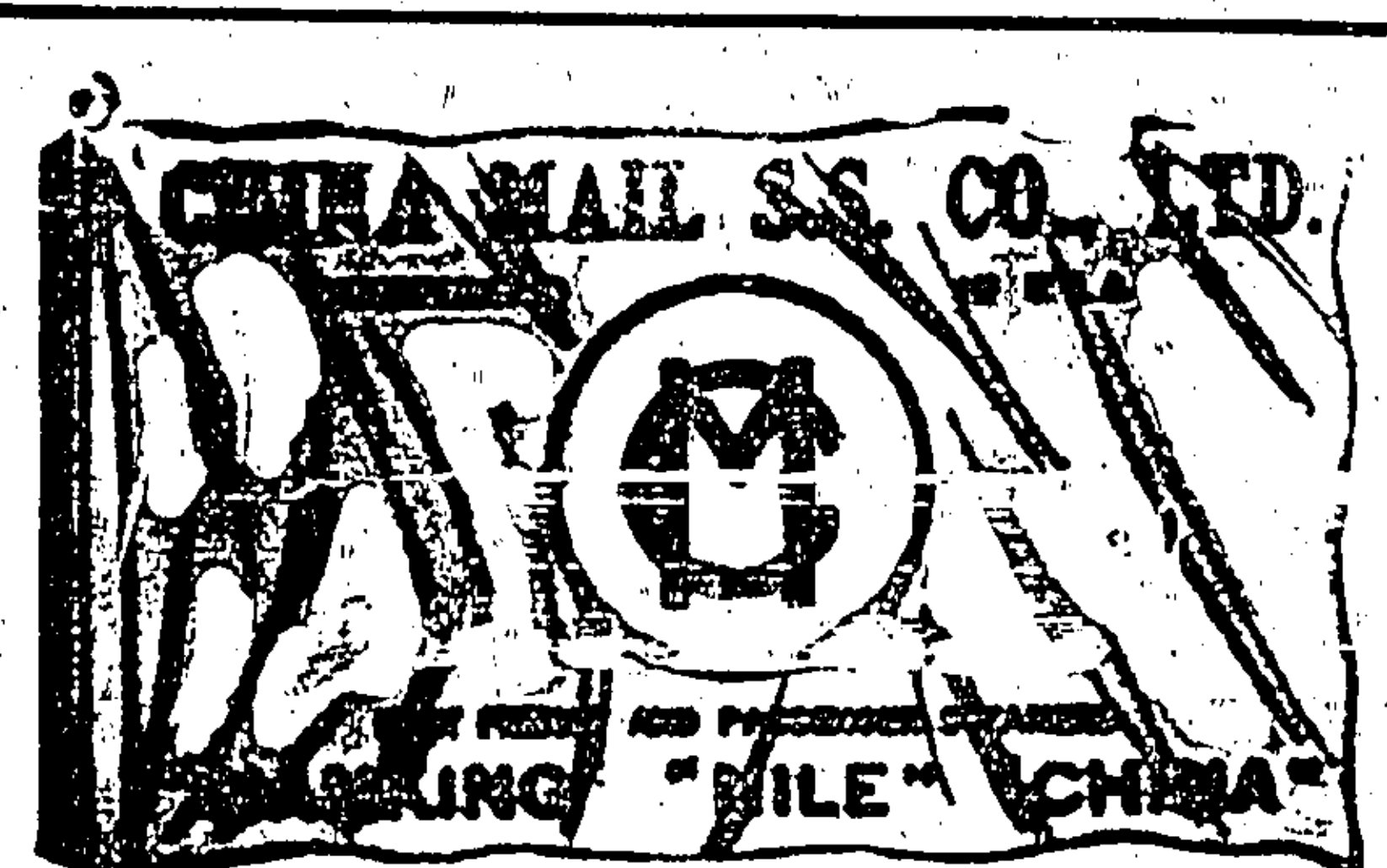
Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Havre, Naples & Danzig. Allotment of Cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily.  
 Standard Sleeping Cars, Compartments & Dining Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

## "CANADIAN PACIFIC THROUGHOUT"

CANADIAN PACIFIC STEAMSHIPS, LIMITED.  
 Hongkong Office. Telephone 772. Cable Address: GACANPAC.



"AN UNSURPASSED HIGH CLASS PASSENGER SERVICE"

FAST FREIGHT AND PASSENGER STEAMERS.

"NANKIANG" "NILE" "CHINA"

Trans-Pacific Service

HONGKONG to SAN FRANCISCO

via Shanghai, Nagasaki, Yokohama and Honolulu

S.S. "NANKIANG" S.S. "CHINA" S.S. "NILE"

May 30th April 25th April 4th

at noon at noon at noon

## Java Service

HONGKONG TO

SINGAPORE & JAVA PORTS.

S.S. "GORJISTAN"

## FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada

also

Cargo accepted in Through Bills of Lading for transshipment at San Francisco to all ports in the Pacific Coast.

C. T. SUTHERLAND, GENERAL AGENT.

PRINCE'S BUILDING, 100 HONG STREET.

TELEPHONE, PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT.

No. 1024. No. 2161. 24

## YAMASHITA KISEN KAISHA

(THE YAMASHITA S.S. Co. Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN

KEELUNG, HONGKONG & HAIPHONG.

Sailing from Hongkong.

FOR HAIPHONG via Hellow & Pakhoi

S.S. "HOZUI MARU" on or about 31st March.

FOR KEELUNG via Swatow & Amoy

S.S. "TAKWA MARU" on or about 30th March.

For further particulars, please apply to—

S. J. MITTAL, Agent.

Top Floor, King's Building, Tel. No. 140.

Branch Office, No. 37, Bonham Strand, West, Tel. No. 135.

THE NEW PAPER SERVICE.

THERAPION No. 1

THERAPION No. 2

THERAPION No. 3

ON SALE

BUND VOLUMES of the HONGKONG

WEEKLY PRESS, January to June

1921.

With Index, Price \$7.50.

On sale at the Hongkong Daily Press

## N. Y. K.

SAILINGS SUBJECT TO ALTERATION

VICTORIA, SEATTLE & VANCOUVER via Shanghai Japan ports

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

SUWA MARU (calling Manila) Saturday, 8th Apr., at 11 a.m.

(To be transhipped at Kobe into SHIDZUKA MARU)

FUSHIMI MARU To be transhipped at Kobe into YOKOHAMA MARU

Wednesday, 3rd May, at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, etc.

KAMO MARU Sunday, 28th Mar., at 11 a.m.

KATORI MARU Sunday, 2nd April, at 11 a.m.

HAMBURG, via LONDON & ROTTERDAM.

DAKAR MARU Friday, 14th April.

LIVERPOOL via MARSEILLES.

TOYOHASHI MARU First half of April.

SYDNEY & MELBOURNE via Manila, etc.

TANGO MARU Thursday, 23rd Mar., at 4 p.m.

NIKKO MARU Tuesday, 18th Apr., at 11 a.m.

NEW YORK, via PANAMA.

MAYABASHI MARU Sunday, 9th Apr.

NEW YORK via Suez.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via OATH.

KANAGAWA MARU Tuesday, 28th Mar.

COBAY via Singapore, Penang and Colombo.

AWA MARU Wednesday, 22nd Mar.

ALCUTTA via Singapore, Penang & Bangkok.

ALCUTTA MARU Monday, 27th Mar.

NAGASAKI KOBE & YOKOHAMA.

AKI MARU Friday, 14th April, at 11 a.m.

BANGHAI, KOBE & YOKOHAMA.

BOSTON MARU Friday, 24th Mar.

WAKASA MARU Thursday, 30th Mar.

HAKONE MARU Friday, 31st Mar., at 11 a.m.

For further information apply to—

Telephone Nos. 292 & 293

NIPPON YUSEN KAISHA

K. H. KAMEI, Manager.

## DODWELL &amp; CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON

for NEW YORK & BOSTON via Suez

S.S. "BOLTON CASTLE" sailing on or about 3rd April.

S.S. "KENDAL CASTLE" sailing on or about 17th April.

## LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

Fiume having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI.

S.S. "PERSIA" sailing middle of April.

FOR BRINDISI, VENICE & TRIESTE

S.S. "MERANO" sailing on or about 29th March.

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS.

S.S. "UMONA" sailing about the end of Apr.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED,

Agents.

## STRUTHERS &amp; BARRY.

MANAGING AGENTS—UNITED STATES SHIPPING BOARD.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE.

"Bearport" Tue Hongkong 8th April.

"Dewey" Leave Hongkong 10th April.

"West Prospect" Leave Hongkong 22nd May.

Leave Hongkong 24th May.

Leave Hongkong 11th June.

Leave Hongkong 13th June.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY

SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF

LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, SAIGON, SINGAPORE, SOURABAYA,

SAMARANG AND BATAVIA.

"Dewey" Tue Hongkong 29th Mar.

Leave Hongkong 31st Mar.

Leave Hongkong 19th April.

Leave Hongkong 30th April.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

For Full Information Apply to—

STRUTHERS AND BARRY.

L. EVERETT, General Agent for

JAPAN-CHINA-PHILIPPINES.

1st Floor, Powell's Building,

Phone No. 3003.

G. P. PRAIRIED, Exec. Agt.

## HAMBURG-AMERIKA LINE.

MS "HAVELLAND"

ROTTERDAM and HAMBURG.

LOADING about 20th MARCH, 1922.

For Space Please Apply to the Agents—

ARNOLD BROTHERS & CO., LTD.

1, CHANCERY ROAD.

Phone No. 1500.

Canton Agents—CARLOWITZ & Co.

Macao Agent—A. A. DE MELLO.

## NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP CO., LTD.

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer

"PELEUS" are hereby notified that

the cargo has been brought forward by S.S.

"REBUS" and will be discharged into

Holt's Wharf, Kowloon, where it will be at

Consignee's risk. The Cargo will be ready for

delivery from Godown on and after 18th

March.

Optional cargo will be landed, unless notice

has been given prior to Steamer's arrival.

All broken, chafed, and damaged goods

are to be left in the Godowns, where they will

be examined on any TUESDAY & FRIDAY

between the hours of 10.45 a.m. and noon

within the free storage period.

No claims will be admitted after the Goods

have left the Steamer's Godown, and all Goods

remaining undelivered after the 24th Mar.

will be subject to rent and any additional

charges for coolie hire incurred.

All Claims against the Steamer must be pre-

sented to the undersigned on or before 7th

April, 1922, or they will not be recognized.

No Fire Insurance will be effected.

Consignees are urgently requested to make

prompt arrangements for removing or storing

cargo. Failure to do so will result in conges-

tion in the Godowns, which will entail delay

in the return of subsequent cargoes.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 18th March, 1922. [647]

NOTICE TO CONSIGNEES



# AMERICAN & ORIENTAL LINES

NEW YORK via Suez

Subject to change without notice.

## ORIENTAL AFRICAN LINE. INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH & CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.,  
Managing Agents.

# ELLERMAN LINE

ELLERMAN & BUCKNALL, S.S. CO., LTD.

FREIGHT & PASSENGER SERVICE

OUTWARDS.

“CITY OF CALCUTTA” 1st April... Shanghai, Kobe & Yokohama

HOMEWARDS.

“CITY OF SIMLA” 25th March... Marseilles, London, Rotterdam & Hamburg

“CITY OF CALCUTTA” 1st May ... do.

Subject to change without notice.

For particulars of freight and passage rates apply to—

or BRIS & Co., CANTON

THE BANK LINE, LTD.,  
General Agents.

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## NEW YORK DIRECT

Joint Service of the

“BLUE FUNNEL” LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. “KNIGHT TEMPLAR” ... via Suez Canal ... 30th Mar.

S.S. “CITY OF ORAN” ... via Suez Canal ... 10th Apr.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG  
HONGKONG AND CANTON: BRIS & Co.

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# MESSAGERIES MARITIMES

SERVICES CONTRACTUELS.

MAIL SERVICE UNDER CONTRACT WITH THE FRENCH GOVERNMENT  
Destinations: STEAMERS & DISPLACEMENT. SAILING DATES.

HONGKONG, KOBE & YOKOHAMA ... “AMAZON” 11,000 ... On or about 31st Mar.

MARSEILLES, SAIGON, SINGAPORE, PENANG, COLOMBO ... “ANDRE LEBON” 12,000 ... On or about 22nd Mar.

DJIBOUTI, SUZ ... “CORDILLERE” 11,000 ... On or about 17th April.

## COMMERCIAL LINE

HONGKONG & NORTH-EAST PORTS OF CHINA ... “COMET RAMEL” 15,000 ... End of March.

ALSO SERVICE TO BORDEAUX, HAVRE, DUNKERQUE, & ANTWERP. (ON APPLICATION)

For further particulars, etc. apply to

CONSIGNATION—TRANSIT—REPRESENTATION.

Telephone 740.

R. RODENFUSSE,  
Acting Agent,  
Queen's Building.

# DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Steamers having accommodation for First-Class Passengers, Electric Light and Fans in cabins, also and excellent outdoor.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HONGKONG ... Capt. J. S. Thomson ... Thursday, Mar. 23rd, at 9 a.m.

HONGKONG ... Capt. W. Cooper ... Sunday, Mar. 26th, at 11 a.m.

Arrivals and Departures from the Company's Wharf (near Elks Pier).

For Freight and Passage apply to—

DOUGLAS LAFRAIK & CO.

General Manager.

# P. & O., British India

## Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND)

### MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, EUROPE, ETC.

### PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

SS.	Tons	From Hongkong (about)	Destination
“DEVANHA”	8,092	29th Mar.	Marseilles, London & Antwerp
“SICILIA”	8,700	31st Mar.	Singapore, Colombo & Bombay
“NOVARA”	8,900	12th Apr.	Marseilles, London & Antwerp
“KALYAN”	8,987	26th Apr.	Marseilles, London & Antwerp
“PLASSY”	7,348	10th May	do.
“SICILIA”	8,700	13th May	Singapore, Colombo & Bombay
“DONGOLA”	8,700	24th May	Marseilles, London & Antwerp
“DELTA”	8,900	7th June	do.
“KHYBER”	9,000	21st June	Singapore, Colombo & Bombay
“SOUDAN”	7,000	1st July	do.

### BRITISH INDIA - APCAR SAILINGS

“TAKADA” 7,000 29th Mar. {Singapore, Penang & Rangoon (with Transshipment at Singapore) and Calcutta.

### EASTERN & AUSTRALIAN SAILINGS (South)

“ARAFURA” 6,000 3rd April {Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.

### SAILINGS TO SHANGHAI & JAPAN

“BANCA” 6,000 23rd Mar. Amoy, Shanghai, Kobe & Yokohama

“KALYAN” 8,000 26th Mar. Shanghai, Moji & Kobe

\*Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the carrying steamer.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

First Saloon Passengers may travel by P. & O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Rates, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO., Agents.

12, Des Voeux Road Central, HONGKONG

# O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.  
LONDON, HAMBURG, BREITENBURG & ANTWERP—Monthly Service via Singapore and Suez.

ALTAI MARU ... Saturday, 15th Apr.

BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SINGAPORE, PASSENGER SERVICE

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE

DELHI & RANGOON via SAIGON & SINGAPORE ... Saturday, 15th Apr.

KISHU MARU ... Wednesday, 1st April

CALCUTTA ... Monday, 27th Mar.

VICTORIA, VANCOUVER, SEATTLE & TALOMA ... Tuesday, 22nd Mar.

NEW YORK via PANAMA—Regular monthly service via Suez, Port, San Francisco, Panama and Colon.

“AMUR MARU” ... Monday, 1st May

NEW ORLEANS LINE via SUEZ ... Sunday, 2nd Apr.

JAPAN PORT—Kobe & Yokohama via Shanghai ... Friday, 31st Mar.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers.

“KALIO MARU” ... Monday, 27th Mar.

TAKAU via SWATOW & AMOY ... Thursday, 23rd Mar.

“KOSHU MARU” ... Tel. No. 1090.

Y. YASUDA, Manager.

### PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON and NEW YORK

SS. “GALIC PRINCE” ... 21st April

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED

(Incorporated in Great Britain)  
St. George's Building,  
Telephone 2144,  
Telegrams: Furprine

# C. N. C.

## CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS

For	Steamer	To Sail
SWATOW & HANGKOW	“LAEN SAMUD”	On 22nd Mar. 10 a.m.
SHANGHAI & TIENTSIN	“SUNNY”	On 22nd Mar. 4 p.m.
SHANGHAI & TIENTSIN	“HUNAN”	On 23rd Mar. 4 p.m.
SHANGHAI & TIENTSIN	“WUHU”	On 23rd Mar. 8 p.m.
SHANGHAI & TIENTSIN	“LINAN”	On 24th Mar. 10 a.m.
SWATOW & SINGAPORE	“KWANGYANG”	On 24th Mar. noon
SWATOW & SINGAPORE	“KWANGTUNG”	On 24th Mar. noon
SHANGHAI	“LUCHOW”	On 24th Mar. 4 p.m.

SHANGHAI LINE—PASSENGER, MAILS and CARGO.  
Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all Japan and Northern China Ports. Passengers are loaded in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

Times 24, BUTTERFIELD & SWIRE, Agents.

# T. K. K. TOYO KISEN KAISHA

## HONGKONG TO SAN FRANCISCO VIA SHANGHAI, THE JAPAN SEA, JAPAN & HONOLULU.

“THE PACIFIC OCEAN”

Steamer	Tons	Call at Dairen & omit Shanghai	Leave Hongkong
PERIA MARU	9,000	(Call at Keelung)	Mar. 31st
TAIYO MARU	10,000	—	Apr. 4th
YAMATO MARU	10,000	—	Apr. 11th
KORU MARU	10,000	—	May 1st
SHINYO MARU	10,000	—	May 15th

## SOUTH AMERICAN LINE

### HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HIO SAN FRANCISCO, SAN PEDRO, SANTA CRUZ, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE.

Through by Trans-Pacific Route to Buenos Aires.

ANYO MARU ... 18,500 ... April 1st

SEIYO MARU ... 14,000 ... May 15th

BAKUYO MARU ... 14,000 ... June 22nd

For full information regarding passenger, freight and sailing, apply to—

Y. TSUTSUMI, Manager, King's Building, Tel. No. 274 & 75

Agents at Canton: Messrs. T. R. GRIFFITH, LTD.

# PACIFIC MAIL S.S. CO.

MANAGING AGENT, U.S. SHIPPING BOARD  
EMERGENCY FLEET CORPORATION.  
TRANS-PACIFIC SERVICE

Freight and Passenger  
AMERICAN STEAMERS  
SAN FRANCISCO via SHANGHAI, KORE, YOKOHAMA and HONOLULU

SS. “HOOSIER STATE” ... Leave Hongkong ... (Arrive San Francisco) ... Apr. 11th ... May 1st

SS. “GOLDEN STATE” ... May 2nd ... May 25th

## HONGKONG-CALCUTTA SERVICE

CALCUTTA via SINGAPORE, PENANG and BANGKOK  
“LAKE GITANO” ... FOR HAIPHONG ... May 22nd, noon

SS. “JACOB” ... March 17th

## TAMPA INTER-OCEAN S.S. CO.

Freight only.  
Monthly Sailings.  
HONGKONG, MANILA, HONOLULU, GALVESTON, NEW ORLEANS, MOBILE, BAYANA, MATANZAS, BALTIMORE, NORFOLK, PHILADELPHIA, NEW YORK, BOSTON.

SS. “WEST IRA” ... May 5th

SS. “HANOVER” ... May 17th

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO.

Managing Agent, U.S. Shipping Board Emergency Fleet Corporation.  
Cable Address: “SOLANO.” Union Building, Hongkong

Telephone 141

# NANYO YUSEN KAISHA

(The South Sea Mail S.S. Co., Ltd.)  
REGULAR SERVICE BETWEEN

JAPAN, HONGKONG & JAVA.

For BATAVIA, SAMARANG, SOERABAYA,  
“MACASSAR MARU” sailing on or about 25th Mar.

“SAMARANG MARU” sailing on or about 16th April

For MOJI, KOBE and YOKOHAMA,  
“BORNEO MARU” sailing on or about 28th Mar.

“CHERIBON MARU” sailing on or about 21st April

For further particulars please apply to—

K. SUZUKI, Manager, 2nd Floor, Princes Building,  
Telephone 2906

## AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS  
Steamer ... Sydney & Melbourne via Port ... Los Angeles, for Australia

This steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation for passengers, light throughout and Electric Fans in the State Rooms. A daily qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australia, New Zealand & Transvaal Ports. Freight and passage apply to— BUTTERFIELD & SWIRE, Agents.



## POST OFFICE NOTICE

## INWARD MAILS.

From	Per	Date
SHANGHAI	Ning Po	22nd inst.
JAPAN	Asa Maru	22nd inst.
JAPAN AND SHANGHAI	Taigo Maru	22nd inst.
JAPAN AND SHANGHAI	Persia Maru	22nd inst.
SAISON	Commissaire Ramet	23rd inst.
JAPAN	Tango Maru	23rd inst.
MANILA	Pine Tree State	23rd inst.
SHANGHAI	Komo Maru	23rd inst.
JAPAN AND SHANGHAI	Kalgon	25th inst.
EUROPE via Suez (Letters & Papers London 3rd Feb. & Parcel 15th Feb.)	Calcutta Maru	25th inst.
JAPAN	Holland	25th inst.
JAPAN & SHANGHAI	Wakana Maru	25th inst.
STRAITS	Hakone Maru	25th inst.
STRAITS	Mito Maru	25th inst.

## OUTWARD MAILS.

For	Per	Date
Hoihow and Haiphong	Lokabing	Wednesday, 22nd, 9.00 A.M.
Swatow and Bangkok	Lam Samad	Wednesday, 22nd, 9.00 A.M.
Swatow and Bangkok	Yatshing	Wednesday, 22nd, 11.00 A.M.
Haiphong	Haiman	Wednesday, 22nd, noon
Swatow Bangkok Calcutta and Aden	Kwasana	Wednesday, 22nd, 2.00 P.M.
Dairen Japan and Victoria B.C.	Alabima Maru	Wednesday, 22nd, 2.00 P.M.
Swatow, Saigon, Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhaushkodi, Aden	Andes Lebon	Wednesday, 22nd, 2.45 P.M.
*Egypt & EUROPE via Marseilles	Kulu Maru	Wednesday, 22nd, 3.00 P.M.
Takao	Senning	Wednesday, 22nd, 3.00 P.M.
*Shanghai & North China	Tenri Maru	Wednesday, 22nd, 3.00 P.M.
*Amoy and Keelung	Kaiping	Wednesday, 22nd, 3.00 P.M.
Palmer and Haiphong	Bunda	Wednesday, 22nd, 5.00 P.M.
Amoy, & Shanghai N. China & Japan		
Swatow, Amoy and Takao	Sosha Maru	Thursday, 23rd, 9.00 A.M.
Swatow, Amoy and Fochow	Haiching	Thursday, 23rd, 9.00 A.M.
*Swatow, Amoy and Takao	Sosha Maru	Thursday, 23rd, 9.00 A.M.
Philippine Is., Australia and New Zealand, via Thursday Island	Tungo Maru	Thursday, 23rd, 8.45 A.M.
Shanghai, North China, Japan, Canada, U.S.A. Central and South America and EUROPE via VANCOUVER B.C.	Empress of Asia	Thursday, 23rd, 9.15 A.M.

\*Correspondence bearing vessel's name only.

## THE BLUE FUNNEL LINE

### REGULAR AND FAST FREIGHT AND PASSENGER SERVICES LONDON SERVICE (DIRECT)

"MENTOR" 25TH MAR. London, Amsterdam & Antwerp  
 "EURYMACHUS" 1ST APR. for London, Amsterdam & Antwerp.  
 "MACHAON" 4TH APR. for London, Amsterdam & Antwerp.  
 "RHESUS" 18TH APR. London, Rotterdam & Hamburg.

### LIVERPOOL SERVICE (DIRECT OR VIA CONTINENTAL PORTS)

TELEMACHUS 25TH MAR. Genoa, Marseilles and Liverpool  
 PELEUS 2ND APR. Marseilles Harve & Liverpool  
 ANCHISES 20TH APR. Marseilles & Liverpool.

### PACIFIC SERVICE (VIA KOBE AND YOKOHAMA)

"TYNDAREUS" 11TH APR. Victoria, Seattle & Vancouver.  
 "PROTESILAUS" 2ND MAY.

### NEW YORK SERVICE (VIA SUEZ OR PANAMA)

"KNIGHT TEMPLAR" 30TH MAR. via Suez Canal

### PASSENGER SERVICE

"MENTOR" 25TH MAR. for Singapore & London.  
 "TEIBESIAS" 26TH MAR. for Shanghai  
 "ANCHISES" 20TH APR. for Singapore Marseilles & Liverpool  
 NO PREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO BUTTERFIELD & SWIRE

## ASIA BANKING CORPORATION

(AN AMERICAN BANK FOR TRADE WITH THE FAR EAST)

Owned by a group of American Banks and under the control of the New York State Banking Department and the Federal Reserve Bank.  
 Complete banking facilities incident to foreign trade.  
 Travellers Cheques of the American Bankers' Association and the Guaranty Trust Company of New York, negotiable throughout the world, for sale and encashment with us.

HEAD OFFICE: NEW YORK  
 Head Office for the Orient: SHANGHAI  
 BRANCHES: CANTON, HANKOW, PEKING, TIENTSIN, MANILA, SINGAPORE

D. M. BIGGAR, Manager.

### A. G. DA ROCHA. AUCTIONEER, SURVEYOR AND GENERAL BROKER.

No. 24, D'Almeida Street, Telephone No. 2362

### WEEKLY AUCTIONS. TUESDAYS—

MISCELLANEOUS GOODS.

### THURSDAYS—

VALUABLE HOUSEHOLD FURNITURE

### SATURDAYS—

EXCELLENT. BOTTLED FURNITURE

### THE CHINA SPECIE BANK, LTD.

HEAD OFFICE: St. George's Building, Hongkong.

Chairman of Board of Directors: Mr. WONG SHU HAM

Chief Manager: Mr. L. E. HOLM

Asst. Manager: Mr. K. T. WONG

Hongkong Manager: Mr. L. P. ALLEN

Foreign exchange and General Bankers' business transacted.

Current, Savings, and Fixed Deposits bear at rates of 2 per cent, 4 per cent, and 5 per cent, per annum, respectively.

L. E. HOLM

Hongkong, October 2nd, 1920.

## COMMERCIAL

## OPENING QUOTATIONS.

21st March, 1922.

ON LONDON—  
 Telegraphic Transfer ... 25/1  
 Bank Bill, on demand ... 25/1  
 Bank Bill, at 30 days sight ... 25/1  
 Bank Bills, at 4 months' sight ... 25/1  
 Credits, at 4 months' sight ... 25/1  
 Documentary Bills 4 months' sight ... 27/4

ON PARIS—  
 Bank Bills, on demand ... 603  
 Credits 4 months' sight ... 660

ON NEW YORK—  
 Bank Bills, on demand ... 53 1/2  
 Credits, at 60 days' sight ... 57 1/2

ON BOMBAY—  
 Telegraphic Transfer ... 19 1/2  
 Bank Bills, on demand ... 19 1/2

ON CALCUTTA—  
 Telegraphic Transfer ... 19 1/2  
 Bank Bills, on demand ... 19 1/2

ON SHANGHAI—  
 Bank Bills, at sight ... 113  
 Private, 30 days' sight ... 110

ON YOKOHAMA—On demand ... 113  
 On demand ... 110

ON MANILA—On demand ... 108 1/2  
 On demand ... 144

ON SINGAPORE—On demand ... 108 1/2  
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ON HAIKONG—On demand ... 108 1/2  
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**The "Three Castles" Virginia Cigarettes**

**MAGNUMS**

*Better because larger.*

The tobacco in the Magnums is the same bright Virginia tobacco found in ordinary Three Castles.

The difference in size makes the Magnums a fuller, richer cigarette while retaining all the mild flavor of the smaller cigarette.

### THE MERCANTILE BANK OF INDIA, Limited.

HEAD OFFICE: 15, Gracechurch Street, London, E.C. 3.

Authorized Capital ... £2,000,000  
 Paid-up Capital ... £1,800,000  
 Reserve Fund ... £1,100,000

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